

2014 Business Plan - RECORD #4 DETAIL

Record Date : 2/7/2014

Submission Date : 2/7/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Mary Jo

Last Name : Anhalt

Business/Organization : Homeowner

City : Bakersfield

County : Kern

Zip Code : 93306

Stakeholder Comments/Issues : I see no reason to destroy farmland just for a super-expensive choo-choo. So much business is conducted nowadays online, there is little need for face-to-face meetings. Please save us taxpayers the cost of subsidizing more nonsense.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #5 DETAIL**Record Date :** 2/7/2014**Submission Date :** 2/7/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Patrick**Last Name :** Haggarty**Business/Organization :** Individual**City :** Oakland**County :** Alameda**Zip Code :** 94601

Stakeholder Comments/Issues : I believe we would be able to finish the CHSR more cheaply and more quickly if we used some of the existing rail routes owned by the 100 year old rail companies who have made billions using "public land". Other countries use existing rail routes and just modify them to allow HSR. If we "blended" the rail routes in the Central Valley, we would be "done".
existing rail lines with CHSR

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #6 DETAIL

Record Date : 2/7/2014
Submission Date : 2/7/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Leanne
Last Name : Cave

Business/Organization :

City : Bakersfield

County : kern

Zip Code : 93309

Stakeholder Comments/Issues : I THINK THE HIGH SPPED RAIL SHOULD BE AXED AND i WANT NO MORE EMAILS ON ANYTHING ABOUT IT!!!!
revote and put money into education.....
KEEP IT OUT OF BAKERSFIELD!!!!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #7 DETAIL**Record Date :** 2/8/2014**Submission Date :** 2/8/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Roger**Last Name :** Weldon**Business/Organization :** Grundfos Pumps**City :** Fresno**County :** Fresno**Zip Code :** 93720

Stakeholder Comments/Issues : Hello,
I scanned through the business plan and there are a few issues that I did not see addressed.

My perspective is as a business traveller from Fresno that often takes the Amtrak to Los Angeles and the Bay Area. Takeing the train is about productivity for a business traveller.

Car rental/share:

Each station should have rental cars (daily) and shared cars (hourly rentals like Zipcar) located at the station. Shared electric bikes would also be a good idea. As a business traveller it is important that I can have quick and easy transportation available to me AT the station. It allows us to take mass transit and then use a vehicle to get to and from our work sites.

CLASS of TRAVEL & CAR FEATURES

I did not see class of travel mentioned - it would be a good idea to provide business class travel - Wi-Fi, power outlets, quite cars allow us to work as we travel. Phone booths would be a nice feature - it would allow us to make business calls in privacy without disturbing others on the train.

I like the idea of "one seat" travel but must of us are fine with switching trains - just keep the wait time under 30 minutes and have cafe facilities, Wi-Fi and workstations avaiable at the stations - it makes the wait time more bearable and productive.

Business travellers need to arrive in the morning and depart in the late afternoon/evening if possible - it makes mass transit more viable if we can get a 6- 8 hour day at distination before departing. For example, depart early in the morning to reach LA and Bay area by 9ish and depart around 5-6 pm

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #8 DETAIL

Record Date : 2/8/2014
Submission Date : 2/8/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : William
Last Name : Hough
Business/Organization : taxpayer
City : San Jose
County : Santa Clara
Zip Code : 95112

Stakeholder Comments/Issues : I object to the draft 2014 business plan for the bullet train project. The authority's document still doesn't identify how it will pay for the 300-mile initial operating segment, the \$31 billion question that led Sacramento Superior Court Judge Michael Kenny to rule the previous plan was illegal. For the benefit of CHSRA staff who obviously were not paying attention to Judge Kenny's ruling, he objected to the idea the state could treat prospective federal funding and private-sector investment as dependable and likely sources of money. What does the draft 2014 business plan point to for future funding? More money from the federal government and private-sector investment.
In this election year, the chance that Congress will play for one state's hugely expensive infrastructure project is distant at best. The chances for private investment are even worse. As the LAO pointed out in 2010, such investments are very unlikely without a revenue or ridership guarantee. But such guarantees are illegal under Prop 1A, the 2008 state ballot measure that gave \$9.95 billion in seed money to the bullet-train project. CHSRA needs to go back to the drawing board and come up with a plausible business plan or, better yet, place this project back on the ballot and let the voters have a say. The current project is not what the voters approved in Proposition 1A.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #9 DETAIL

Record Date : 2/10/2014
Submission Date : 2/10/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : Seppo
Last Name : Hauta-Aho
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues : Dear Sirs,

Enclosed I am sending Patent data separately.
Please add to earlier sending.

Kindly Regards,
Steel-Invest Ltd
Dr. Seppo Hauta-aho
President

**Draft Business Plan Comment
Type :**

Attachments : IMG_20140210_0004.pdf (8 mb)

1

METHOD FOR MANUFACTURING BEAM, AND BEAM

CROSS-REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of European Patent Application Number 11157809.2, filed 11 Mar. 2011, the complete disclosure of which is expressly incorporated herein by reference in its entirety for all purposes.

FIELD OF THE INVENTION

The invention relates to a beam, and especially to a rail beam, and to a method for its manufacture.

BACKGROUND OF THE INVENTION

A beam is a horizontal or inclined support used in construction engineering. The task of a beam in a structure is to support upper structures, such as floor slabs, roof, ceiling, bulkhead, bridge, road, or rails, for instance.

In many applications, the beam has a precise specification, definition, and instructions according to which the beam is to be manufactured during the manufacturing phase. The manufacture of a steel rail beam of a train, for instance, has to be done manually. During manufacturing a positioning mould or fasteners or jig is/are made for the rail beam. However, a problem with the prior art is that the rail beam does not keep to the tolerances in the jig after manufacturing due to deformations caused by heat input directed to the seams of the beam during manufacturing.

Thus, the beam does not meet the vertical tolerance, up/down tolerance and/or horizontal tolerance, left/right tolerance. A finished beam that is not according to the tolerances also cannot be straightened or made to comply with the specification afterward.

BRIEF DESCRIPTION OF THE INVENTION

It is thus an object of the invention to develop a beam, a method for manufacturing a beam, and an apparatus implementing the method in such a manner that the above-mentioned problems are solved. The object of the invention is achieved by a method and system which are characterized by what is disclosed in the independent claims. Preferred embodiments of the invention are disclosed in the dependent claims.

The invention is based on the fact that the heat input used in manufacturing the beam is controlled and monitored centrally and, thus, the manufacturing tolerances are achieved by the method and apparatus of the invention and its preferred embodiments.

The method and system of the invention provides the advantage that it is possible to manufacture during the manufacturing process automatically a dimensionally accurate beam according to the specification, that is, a final product complying with the manufacturing tolerances.

BRIEF DESCRIPTION OF THE FIGURES

The invention will now be described in greater detail by means of preferred embodiments with reference to the accompanying drawings, in which:

FIG. 1 shows a first beam according to the invention and its preferred embodiments;

2

FIG. 2 shows a second beam according to the invention and its preferred embodiments;

FIG. 3 shows a third beam according to the invention and its preferred embodiments;

FIG. 4A shows a method for manufacturing a beam according to the invention and its preferred embodiments;

FIG. 4B shows a method for manufacturing a beam according to the invention and its preferred embodiments; and

FIG. 4C shows a method for manufacturing a beam according to the invention and its preferred embodiments.

DETAILED DESCRIPTION OF AT LEAST ONE EMBODIMENT

The following description describes a steel rail beam of a magnetic train, and a method and apparatus for manufacturing a rail beam, but it should be understood that the beam can also be made of other materials or material combinations and that the beam of the invention and its preferred embodiments can also be used for many other purposes.

In the description, a jig refers to the central web of the rail beam of the magnetic train, that is, the mould, positioning mould, or fasteners according to which or supported by which the beam or a part thereof can be made. A jig can also refer to the shape or mould of a three-web beam, to which the beam is set in a first step so as to make the rest of the beam in a second step. In the case of a three-web beam, for instance, the jig is formed in the first step and then used as support or mould in the second step of manufacturing the beam. The jig may be an H beam, H portion, or H jig that serves as a mould as the side plates are added. The central web may also be perforated. A jig may also refer to a jig built inside the beam. The central web may serve as the jig, and the jig may accompany the finished beam until its installation. The internal jig may be symmetric or asymmetric.

FIGS. 1 and 2 show the first and second beams according to the invention and its preferred embodiments. The beams have two horizontal plate-like parts or flanges and three vertical plate-like parts or webs: edge webs 1-2, 1-4 (FIG. 1) and 2-2, 2-4 (FIG. 2) and a third web or central web 1-6 (FIG. 1) and 2-6 (FIG. 2) between the edge webs. The webs can be joined at their first ends fixedly or detachably to a first horizontal plate-like part or flange, for instance bottom flange 1-10, 2-20 (FIGS. 1 and 2). The webs can be joined at their second, opposite ends fixedly or detachably to a second horizontal plate-like part or flange, for instance top flange 1-12, 2-12 (FIGS. 1 and 2).

The horizontal plate-like parts may be substantially parallel to each other, as shown in FIGS. 1, 2, and 3. All webs may be substantially parallel to each other, as shown in FIGS. 1 and 2. The webs may be at a substantially perpendicular angle to the bottom flange and top flange.

The vertical parts are intended, among other things, to provide the structure with vertical rigidity and to transmit forces in the top flange to the bottom flange and through the bottom flange on to the next structural part, for example, that may be a foundation of a structure, structural part, or structural entity or another structure, or structural part, or beam. The horizontal parts are intended to provide the beam with horizontal rigidity.

In FIG. 1, the edge-most two webs are connected to opposite edges of the top flange. The first web 1-2 is, thus, connected to the top surface of the bottom flange and a first edge of the top flange, and the second web 1-4 is connected to the top surface of the bottom flange at a distance from the first and third webs and to a second edge of the top flange that is at the opposite end of the flange to the first edge of the flange. The

3

middle, third web 1-6 is connected between the flanges at a distance from the edge-most webs.

In FIG. 2, all three webs are connected entirely between the bottom and top flanges at a distance from each other, and the bottom and top flanges are at a distance from each other. Thus, the middle web plate may be connected entirely or partly between the bottom and top flanges and the middle web plate may reside at a distance from first and second side web plates.

In FIG. 3, the edge-most two webs 3-2, 3-4 are also connected to opposite edges of the top flange 3-12. The first web 3-2 is then connected to the top surface of the bottom flange and the first edge of the top flange. The second web 3-4 is connected to the top surface of the bottom flange at a distance from the first web and to the second edge of the top flange that is at the opposite end of the flange to the first edge of the flange. The middle, third web 3-6 is connected between the flanges. In FIG. 3, the first web 3-2 is at an inclined position to the top and bottom flanges, at an angle α_1 to the bottom flange, and the second web 3-4 is at another inclined position to the top and bottom flanges, at an angle α_2 to the bottom flange. The inclination angle may be the same, as shown in FIG. 3, or different for both or all inclined webs. In FIG. 3, the middle web 3-6 is at a substantially perpendicular angle to the bottom and top flanges.

According to a preferred embodiment, the beam may be inclined at one or both ends. In such a case, one or more webs may be inclined or cut at an angle to the longitudinal direction of the beam, and the top or bottom flange may begin at a distance from the other flange. The web(s) may also be cut in such a manner that the desired end gradient is obtained.

A beam according to the invention and its preferred embodiments may also comprise more or fewer than three vertical plate-like parts. There may also be more than two horizontal plate-like parts. The beam according to the invention and its preferred embodiments may also be used in another position than that shown in the figures, for instance in an upside down or slanted position.

According to a preferred embodiment, two or more plate-like parts may be on top of each other or side by side against each other. Thus, the middle web, for instance, may have two plate-like parts joined together or one thicker plate-like part, the thickness of which may be approximately two or three times the thickness of the outer web, basic web or flange, for instance. One or more outer webs may also be thicker than the other plate-like parts. In addition or alternatively, the horizontal parts may either be substantially equal in thickness or one part may be thicker, for instance approximately two or three times thicker than the other web. According to yet another alternative, the top flange may be uniform in thickness or comprise two or more parts of different thicknesses. The same applies to the bottom flange and/or web.

A structurally correct and accurately dimensioned beam should meet certain requirements. According to an alternative, the beam or beam profile of FIG. 1 should meet the conditions of the following model:

$$\text{HSDQ} = H \times d1/d2 - t1 \times B1/t2 \times B2 - L \quad (1)$$

wherein HSDQ represents a dynamically loaded three-web Q casing, H is the total height of the web, bottom beam and top beam, d1 is the thickness of the edge plate, d2 is the thickness of the middle plate, t1 is the thickness of the top flange, t2 is the thickness of the bottom flange, B1 is the width of the top part of the profile or the width including the thicknesses of both edge plates, B2 is the width of the bottom flange or the width of the bottom part of the profile or the width of the profile, and L is the length of the top flange and bottom flange or profile. The beam may also be called a casing. Dynamic

4

load refers to the fact that, in addition to the static load used in conventional construction, the beam withstands traffic loads, earthquake loads, impacts, etc. A beam withstanding dynamic loads withstanding a moving load better than a construction beam dimensioned for static load. A beam according to the invention and its preferred embodiment may withstand static and/or dynamic loads.

According to an alternative, the beam or beam profile of FIG. 2 should meet the conditions of the following model:

$$\text{HSDK} = H \times d1/d2 - t1 \times B1/t2 \times B2 - L \quad (2)$$

wherein HSDK represents a dynamically loaded three-web K casing, H is the total height of the web, bottom beam and top beam or the height of the profile from the bottom surface of the bottom flange to the top surface of the top flange, d1 is the thickness of the edge plate, d2 is the thickness of the middle plate, t1 is the thickness of the top flange, t2 is the thickness of the bottom flange, B1 is the width of the top part of the profile or the width of the top flange, B2 is the width of the bottom flange or the width of the bottom part of the profile or the width of the profile, and L is the length of the top flange and bottom flange and web or profile.

According to an alternative, the beam or beam profile of FIG. 3 should meet the conditions of the following model:

$$\text{HSDA} = H \times d1/\alpha/d2 - t1 \times B1/t2 \times B2 - L \quad (3)$$

wherein HSDA represents a dynamically loaded three-web slant-webbed A casing, H is the total height of the middle web, bottom beam and top beam or the height of the profile from the bottom surface of the bottom flange to the top surface of the top flange, d1 is the thickness of both edge plates, d2 is the thickness of the middle plate, t1 is the thickness of the top flange, t2 is the thickness of the bottom flange, B1 is the width of the top flange including the thicknesses of both edge plates, or the width of the top part of the profile, B2 is the width of the bottom flange or the width of the bottom part of the profile, and L is the length of the bottom flange and top flange and web or profile.

In FIG. 1, the height H of the beam from the bottom flange to the top flange may be 250 mm . . . 3000 mm. The thickness t1 of the top flange and the thickness t2 of the bottom flange may be 6 mm . . . 60 mm. The width B2 of the bottom flange may be 290 mm . . . 3000 mm. The thickness of webs d1 and d2 may be 5 mm . . . 20 mm. The width B1 of the top part of the beam, including the thicknesses of the edge-most webs in FIG. 1, may be 250 mm . . . 2800 mm.

In FIG. 2, the height H of the beam from the bottom flange to the top flange may be 250 mm . . . 5000 mm. The thickness t1 of the top flange and the thickness t2 of the bottom flange may be 8 mm . . . 100 mm. The width B2 of the bottom flange may be 250 mm . . . 2000 mm. The thickness of webs d1 and d2 may be 5 mm . . . 30 mm. The width B1 of the top part of the beam may be 250 mm . . . 2000 mm.

In FIG. 3, the height H of the beam from the bottom flange to the top flange may be 300 mm . . . 3000 mm. The thickness t1 of the top flange and the thickness t2 of the bottom flange may be 8 mm . . . 60 mm. The width B2 of the bottom flange may be 500 mm . . . 3000 mm. The thickness d1, d2 of the webs may be 5 mm . . . 20 mm. The width B1 of the top part of the beam, including the thicknesses of the edge-most webs in FIG. 3, may be 250 mm . . . 1500 mm. The angle α_1 , α_2 between the edge-most webs and the bottom beam may be larger than or equal to 45 degrees, but smaller than 90 degrees, such as 50, 60, 66, 75, 80, or 85 degrees.

The length L of the beam may in all cases be 5 m, 16 m, 32 m, 50 m, or 64 m, for example. The length of the beam may be

material specifications of the beam material supplier, such as from the values provided by steel suppliers for different steel grades.

The energy value input to each seam or part thereof can, thus, be measured and adjusted individually. Alternatively, the adjustment may be substantially simultaneous and/or equivalent. For instance, it is possible to use an energy input synchronization device or measuring system of the assembly apparatus to measure that the same amount of energy is input to each seam. This way, the parts to be joined to the beam or the section of the beam to be seamed are kept substantially straight or at a required straightness or curvature.

The energy input measuring apparatus is a system in the method of the invention and is, thus, adapted to control the amount of energy input to the seam in all or some of the seams. The apparatus is also adapted to keep the energy values exactly the same or substantially the same. According to an alternative embodiment, the energy amount input to the seams is substantially the same in one entire seam but different in value than in at least one other entire seam or part thereof.

Seam-specific parameter information may be provided for different seams for controlling the method and for the measurement received through sensors. Cutting parameters of the plates that may affect the shape of the beam by causing warping, for instance, may be used as these factors. The warping may be compensated or it may be caused by a controlled energy input synchronization device in the method for manufacturing a beam and rail beam.

As stated above, according to the invention and its preferred embodiments, the beam comprises at least two webs that are connected to a bottom flange and a top flange. In the method for manufacturing a beam, a beam part is transferred from storage 4B-2 to a cutting apparatus 4B-4 that cuts the plate parts of the beam to specific dimensions, and the plate parts cut to size are transferred to an assembly conveyor 4B-6. After this, at least two plate parts of a beam are set together by means of pressure rolls of the assembly conveyor 4B-6 to form a beam with a final cross-section. The beam parts set together are moved with the assembly conveyor to an assembly device 4B-8.

In the first step of manufacturing a beam, the assembly device is arranged to connect the middle web plate of the beam to the bottom and top flanges to form a jig beam 4C-2 (FIG. 4C). The connection may take place by supporting or welding the middle web plate at least at one point to the bottom flange and at least at one point to the top flange. In the second step of manufacturing a beam, the assembly device is arranged to connect to the first edge of the jig beam a first side web plate and at a distance from the first side web plate to the opposite, second edge of the jig plate a second web plate by supporting or welding, and both the first and second side web plates on at least one side to the bottom and top flanges. Welding may be done by a welding machine 4C-20 in the assembly device or connected thereto.

The beam formed in the first step is moved from the assembly device 4B-8 to a discharge conveyor 4B-10. The formed beam or part thereof is moved 4A-1 to a control apparatus 4A-2 that checks the shape of the beam made in the first step, such as the straightness and tolerance deviations of the plate parts and the entire unit.

An arrangement for manufacturing a beam may comprise a straightener and a bending device. The straightener may be arranged to straighten the flanges and the bending device may be arranged to bend the curvature of the beam jig, that is, the middle web and the entire beam in a three-web beam. When the middle web beam—for instance an H beam with a web

plate and flanges—has been made and both of its sides welded, side plates are added to both sides. However, the beam may be run through the straightener before adding the side plates. When the side plates have also been added to the beam, the curvature of the entire beam may be vertically and/or horizontally fine-adjusted and the beam checked and measured at a bending station.

If the result of the check-up from the control apparatus, such as the straightness value or tolerance deviations, is not within predefined limit values, the beam formed in the first step is fed to the straightener 4A-4 to straighten the part exceeding the limit value with hydraulic presses of the device and/or to the bending device 4A-6 to bend the part exceeding the limit value with hydraulic presses of the device.

The calibration of the beam by 3-dimensional laser measurement, for instance, can also be done in the straightener 4A-4. The middle web beam can, thus, be run through the straightener, because heat may bend the plates, flanges or webs. Especially wide plates, such as the top flange, may bend. After the straightener, the piece may be transferred to the bending device, where it is forced by repeated bendings to an exact size and shape. This process can be done for instance after all four welds of the middle web beam have been welded or all eight welds of the entire piece have been welded. The straightness and/or curvature can be measured by laser measuring to immediately find out whether the piece is within tolerances, that is, as straight and curved as planned, or will the beam or piece need to be pressed to become slightly warped, over-curved or under-curved. For instance, a piece can be made straight or warped with an internal jig.

After this, the beam made in the first step is transferred from the discharge conveyor 4B-10 to a turning device 4B-12 to turn the beam or part thereof, such as jig beam. The beam may be turned by the turning device for connecting repeated seams, and it may be turned 180 degrees, for example. From the turning device, the element is moved to a return conveyor or intermediate conveyor 4B-14 and on back to the assembly conveyor 4B-6.

In the second step of assembly, the next beam part or the rest of the plate parts of the beam or side webs are set together by means of pressure rolls of the assembly conveyor 4B-6 to form a beam with a final cross-section. The entire beam is transferred by the assembly conveyor 4B-6 to an assembly apparatus 4B-8 where the seams of the parts set together are supported or welded by a welding machine 4C-20 of the assembly device in the second step of manufacturing the beam.

The beam part or entire beam formed in the second step can also be moved after welding to the control apparatus, straightener and bending device to measure, determine, and repair one or more shapes, straightness, or tolerance deviations.

In other words, the method for manufacturing a beam may comprise the steps of: cutting the plates with a cutting apparatus 4B-4, transferring the plates cut to size to an assembly conveyor 4B-6 and on to a first assembly apparatus 4B-8, assembling the beam of plates with the first assembly apparatus that comprises joining the pressed plate parts together and an energy input measurement and control apparatus and discharge side conveyors 4B-10 having a control apparatus 4A-2 for beam tolerance deviations, turning the beam for joining repeated seams with a turning device 4B-12, and transferring the beam back to the first assembly apparatus with a return conveyor 4B-14 for joining the next seam of the beam and assembling the existing beam. After this, the assembled jig beam is transferred to a second assembly apparatus 4B-8 that comprises joining the pressed side plates together, an energy input measurement and control apparatus

optimized to be as long as possible in such a manner that the curvature properties of the beam remain within tolerances.

The vertical plate-like parts can be fastened, connected, or joined to the edges or surfaces, such as top surface and bottom surface, of the horizontal plate-like parts. The vertical plate-like parts can thus be connected entirely between the bottom and top flanges, for instance. Alternatively, one or more webs can be connected to the edge of either flange. The webs can also be arranged in various tilted positions. The structure of the invention and its preferred embodiments can be said to be a casing structure which is a very bearing structure.

Joining the plate-like parts together may take place in many different ways. Connecting the webs to the flanges, the flanges to the webs, or one beam to another to form a beam entity may take place by welding or soldering, for instance.

According to the invention and its preferred embodiments, it is possible to affect the size, thickness, flatness, surface quality, and structural strength of a piece, for example, and all these properties may be made suitable according to the final specifications. In manufacturing where metal is rolled, a piece of metal is run between rolls of a rolling mill to modify the metal to a required form.

In welding, two or more pieces or parts thereof are joined together by utilizing heat and/or compression in such a manner that the pieces or parts thereof form a continuous connection. In welding, it is possible to use several different heat sources, such as electric current, heat due to friction, flame, laser beam or electron beam, or a combination thereof. Welding may thus be laser welding, for instance. An additional material with a melting point nearly the same as that of the basic material may be used in welding.

When joining two or more pieces or parts thereof together by soldering, only the soldering material or joining material melts, and the pieces being joined together do not.

The beam and the plate-like parts can be made of one or more parts. The beam and the plate-like parts may comprise one or more materials. They may be made of aluminum, steel, alloy, thermoplastic, concrete, wood, or a combination thereof. The beam may also be partly or entirely transparent. The beam or plate-like parts may have one or more openings for adjusting the bearing value of the structure or enabling lead-throughs, for instance.

FIG. 1 shows eight welds. The middle web may be connected with four welds, of which two 1-21, 1-22 are at the bottom flange and two 1-25, 1-26 at the top flange. In addition, the edge webs may be connected to the bottom flange with one or more welds 1-23, 1-24, and to the top flange with one or more welds.

FIG. 2 shows eight welds. The middle web may be connected with four welds, of which two 2-21, 2-22 are at the bottom flange and two 2-25, 2-26 at the top flange. In addition, the edge webs may be connected to the bottom flange with one or more welds 2-23, 2-24, and to the top flange with one or more welds 2-27, 2-28.

FIG. 3 shows eight welds. The middle web may be connected with four welds, of which two 3-21, 3-22 are at the bottom flange and two 3-25, 3-26 at the top flange. In addition, the edge webs may be connected to the bottom flange with one or more welds 3-23, 3-24, and to the top flange with one or more welds. The welds may be made to extend from the angle formed by the plate parts being joined together. Alternatively, grooves may be formed for the seams to be filled by welding.

In joining, as in welding, two or more seams may be welded substantially simultaneously. According to a preferred embodiment, two or four seams are welded or otherwise joined together substantially simultaneously. The seams

may also be welded using the method at different times, alternately or partly alternately in accordance with the technical tolerance requirements of the rail beam.

When joining plate-like parts together by welding, the welding point(s) generate energy through the welding blow-pipe to the welding site and seam. This energy and/or other measurable quantities may be measured from each seam or from one or more welding points of a seam, for instance. It is then possible to measure during joining, during welding or in connection with welding, the energy input to the seam or the joining point of parts being connected, or used in welding or joining the beam parts, the energy generation value, or a quantity directly or inversely proportional to the input energy. The measured value may be the input heat or energy per unit of length, for example. Thus, the value may be kJ/mm, for instance.

The measured value, energy or energy amount may be compared with one or more reference values. At least partly in response to the comparison, it is possible to calculate or otherwise define a new or subsequent value for the energy amount to be input to the joining point. In other words, in response to measuring the amount of energy input to the joining point and/or used in joining, the amount of energy input to the joining point is adjusted. The latter value may be the same as or different than the former value.

In the manufacturing method of the rail beam, it is possible to use in energy measurement, among other things, a measured welding current, voltage, arc voltage, current type, temperature, transport rate, and velocity, from which thermal energy can be calculated or derived using selected values. Of these, it is possible to measure one, two or four quantities at a time at one, preferably four, locations or points. The measuring apparatus is placed in the assembly device or in connection with it. It is also possible to set one or more limit values or initial values for these quantities.

For instance, in manufacturing a rail beam of a magnetic train, the tolerance must be precise, and the train must not derail or take off from the rail. In such a case, one important manufacturing criterion of the beam is the vertical curvature tolerance that can be measured and compensated for, and the beam manufactured accurately in accordance with the invention and its preferred embodiments, whereby the problem of the warping of the beam can be solved. It should be noted that on a magnetic railway, the speed of the train may be 500 km/h or more.

In the assembly apparatus, the values of the welding parameters can be read on the control panel during welding and also used for measuring the energy of heat input. In other words, the input of thermal energy can be measured and the allowed and selected values monitored and read on the measuring display for each weld in the system of the assembly apparatus.

When the parameter values are changed, it is possible by means of thermal energy to synchronize the warping of the beam by welding points during the manufacture. Input of thermal energy can also be measured with separate sensors. The assembly apparatus may compare a signal received from a sensor with one or more predefined threshold values or limit values and/or another measuring value, and adjust the energy or power being supplied on the basis of the measurement and comparison. By means of the control value received from the apparatus, it is possible to control the manufacture of a rail beam in the system according to the tolerance requirements of the rail beam. The value of the energy supplied to the seam or the maximum value of heat input can be obtained from the

and discharge side conveyors that may also contain a control apparatus for tolerance deviations. If necessary, the beam may be transferred to a straightener 4A-4 and bending device 4A-6 for calibration. A control apparatus 4C-10 or adjusting device 4C-8 may be used to control the energy input measurement and control, the control apparatus for beam tolerance deviations, the straightener and/or bending device.

The assembly apparatus may control and monitor the manufacture of the internal jig. Energy input may be controlled in a centralized and seam-specific manner with an energy input synchronization apparatus or control apparatus.

As described above, in the first step, the first part of the beam, H beam or I beam, may be assembled to form the jig beam and, in the second step, side plates may be added to this H beam or I beam. In the first step, the middle web may be welded with two seams to the bottom plate and with two seams to the top plate, that is, in total with four seams, and in the second step, the side webs may be welded with one or two seams to the bottom plate and one or two seams to the top plate. At the first welding station, the entire middle web may be welded on both sides, and after the straightener, at the second welding station, the side webs may be welded to the H beam. After both sides have been run on the second machine, the rail beam comprises eight seams. The rail beam may alternatively comprise a different number of welds than eight, for instance six, ten, or twelve welds. The rail beam may thus comprise at least eight welds, for instance.

For instance in manufacturing a slant-webbed casing beam, it is possible to make the I beam in the first step and then measure the straightness and make corrections, if necessary. In the second step, the slant-webbed plates and backings may be added on both sides by assembling tack welding, for example. The bevels of the casing may be welded full to comply with rivet welding requirements, and finally the straightness of the casing may be measured.

The assembly apparatus, straightener, bending device and/or adjusting apparatus, for example, may be arranged to take into consideration various factors that affect the shape of the beam. These factors may be ones affecting the shape before, during, and after welding, or combinations thereof.

The control panel of the apparatus may comprise display devices that display measuring information, data, and information received from each seam, and control information transmitted to each seam.

By taking into consideration the energy values input in the seams, the vertical and/or horizontal curvature may be taken into account in the manufacture of the beam. During the manufacture, it is also possible to take into consideration the deformation of the beam that takes place over time or due to temperature. The different changes and curvatures may be compensated during manufacture by increasing or decreasing energy input to one or more seams or parts thereof. When manufacturing a beam for a magnetic railway, especially the vertical curvature and bending should be taken into account. One or more limit values or initial values may be given to said changes and vertical and horizontal curvatures.

FIG. 4C shows a method for manufacturing a beam according to the invention and its preferred embodiments. In it, a welding machine 4C-20 welds the seam of the beam. The energy input into the seam can be measured with a sensor 4C-30 connected to a measuring device 4C-6, and the sensor data may be fed into the measuring device and on to an adjusting device 4C-8. The readings of the adjusting device and measuring device can be read on a control panel 4C-10 that may also set control values for the adjusting device, measuring device, and welding machine.

In measuring the energy input to the seam in the manufacturing method of a beam and rail beam, the energy input can be measured at the cross-section of the beam as a function of length at regular or irregular intervals at points L1, L2, L3, etc., where L represents a measure of length starting from zero and ending where the beam ends. Energy can be measured at the top and bottom seams of the middle web and/or top and bottom seams of the side webs. Each energy measurement can be registered automatically during manufacture and, thus, it is possible to send the data over Ethernet, for instance, to the reader, computer, or server where the data can be stored or processed. At least partly in response to this data, the warping of the beam may be prevented. The data can also be used in planning and dimensioning as cutting data of the plate and other corrective data, for instance. Each beam may contain an in-built jig and energy input measurements that follow the beam or beam component until the installation of the beam and rail beam can be stored therein. The data can also be considered part of the life cycle data of the product.

According to a preferred embodiment, energy input is measured as a function of length at four points simultaneously, and in the measurement one or more quantities are used or measured. Thermal energy input to the weld is calculated or derived from the measurement, the measured value is compared with a permanent or variable reference number and, on the basis of the comparison, the energy input to the weld is adjusted to make the energy input to each weld substantially equal.

When manufacturing or making a beam or beam entity of the invention and its preferred embodiments, the plate parts required by the strengthwise optimized dimensioning of the rail beam are assembled together as a continuous process. In the apparatus, the plate parts of the rail beam are located in storage or in a warehouse cut to size or in storage dimensions, and in disassembly and cutting devices. The control of the control apparatus or adjusting apparatus pre-sets the device to correspond to the dimensioning of the beam to be manufactured. After start-up, the work cycle of the apparatus for manufacturing a beam begins. From the storage beams, the plate parts are transferred to assembly conveyors where they are assembled by means of pressure rolls to form a beam with a final cross-section. From the assembly conveyors, the beam proceeds to an assembly device where the seams of the separate plate parts are joined or brought together. The finished beam is transferred to a discharge conveyor.

If the manufacture of the beam requires further processing, the beam is transferred from the discharge conveyor via a turning device and intermediate conveyor back to the assembly device. The apparatus may comprise two or more assembly devices, in which case the intermediate conveyor is not needed. The straightness of the beam is checked and the calibration done in a straightener to which the beam moves via a conveyor.

The first assembly device may be arranged to weld the jig beam in the first step of the manufacture, and the second assembly device may be arranged to receive the jig beam and to weld the side web plates to the jig beam in the second step of the manufacture. Thus, there may be one assembly device line for manufacturing the middle web and another or more lines for joining the side plates to the beam with a middle web. All these devices or lines may have a measuring, monitoring, and control apparatus for heat input or energy input so as to be able to take into consideration possible changes in the curvature of the beam or to cause changes knowingly in the beam or its curvature. The tolerances of the beam can thus be monitored in such a manner that energy input into each weld is the same and/or as required.

Thus, the apparatus also comprises a straightener that is arranged to straighten flanges, and a bending device that is arranged to provide the curvature of the beam jig in a three-web beam or the middle web or the entire beam, if necessary.

The manufacture of the beam may take place in two or more steps, in which one, two or more apparatuses may be used. The manufacture may be divided into different steps in such a manner that first, in the first step, an H beam with a middle web having a web plate and flanges, that is, a jig beam, is manufactured. When both sides of the H beam have been welded, side plates are added on both sides of the H beam in the second step. However, before the step of adding the side plates to the beam, the H beam may be run through the straightener for straightening the flanges in a third step. When all side plates, that is, side webs, have been added to the beam, the curvature of the beam may be vertically and/or horizontally fine-adjusted and the beam checked and measured at a bending station in a fourth step.

According to the invention and its preferred embodiments, the manufacturing method and apparatus take into consideration, monitor and/or measure factors that affect one or more deformations of a beam part, beam or beam entity, and take any necessary action. The adjustments of the various factors affecting deformation can be done automatically or as a combination of automatic and manual straightening, and in manual straightening, the product is heated manually. For this purpose, the method and apparatus for manufacturing a beam comprise a control apparatus that performs the actual energy input measurement, for instance. Thus, the apparatus may comprise an automated deformation measuring system, in which the control system of the apparatus monitors the energy input to the welds of the products by each weld or weld group. The apparatus automatically adjusts and controls the energy input through each weld or weld group so as to minimize deformation in the product being manufactured and reduce the need for straightening. In addition, the manufacture of the product is less expensive in factory scale. However, it should be noted that straightening merely by hand—as is done in the prior art—decreases the competitive advantages of a product made of steel in comparison with other materials, such as concrete, and is also an unreliable and uneconomical method.

The method and system of the invention provide the advantage that it is possible to manufacture during the manufacturing process automatically a dimensionally accurate beam according to the specification, that is, a final product complying with the manufacturing tolerances. The method, apparatus, and beam of the invention and its preferred embodiments may be used for many different purposes, such as for manufacturing rail beams, for instance Maglev rail beams, or bridge structures.

It is obvious to a person skilled in the art that, as technology advances, the basic idea of the invention may be implemented in many different ways. The invention and its embodiments are thus not restricted to the examples described above, but may vary within the scope of the claims.

The invention claimed is:

1. A method for manufacturing a beam, comprising:
connecting a middle web plate to a bottom flange and a top flange to form a jig beam, by welding the middle web plate at least at a first point to the bottom flange and at least at a second point to the top flange;

connecting a first side web plate to a first edge of the jig beam, and at a distance from the first side web plate on an opposite, second edge of the beam a second side web plate by welding the first side web plate at least at a third point to the bottom flange and at least at a fourth point to the top flange and by welding the second side web plate at least at a fifth point to the bottom flange and at least at a sixth point to the top flange;

measuring energy input into the first through sixth points; and

using a value obtained during the energy measurement to adjust an amount of energy input to the first through sixth points during the connection and after the measurement.

2. The method of claim 1, further comprising comparing the measured energy with at least one predefined limit value and decreasing the amount of energy input to at least one of the first through sixth points, if the measured energy amount exceeds the at least one predefined limit value, and increasing the amount of energy input to at least one of the first through sixth points, if the measured energy amount is below the at least one predefined limit value.

3. The method of claim 2, wherein said connected middle web plate, said first side web plate, said second side web plate, said top flange, and said bottom flange together form the beam;

further comprising:

measuring at least one of the horizontal and vertical curvature of at least one of:

at least one of said middle web plate, said first side web plate, said second side web plate, said top flange, and said bottom flange; and the beam; and

calculating, at least partly in response to the measured curvature, said at least one limit value.

4. The method of claim 1, further comprising measuring the energy input into at least one of the first through sixth points in a cross-section of the beam as a function of length.

5. The method of claim 1, further comprising connecting the middle web plate by welding the middle web plate on both sides to the bottom flange and on both sides to the top flange, thus comprising four welds, wherein the four welds are done simultaneously.

6. The method of claim 1, further comprising connecting the side web plates by welding with at least one seam each to both the bottom flange and top flange, thus comprising four welds, wherein the four welds are done simultaneously.

7. The method of claim 1, further comprising straightening at least one of the flanges in a straightener before connecting the side web plates to the jig beam, said straightening being carried out one of prior to and subsequent to said step of connecting said middle web plate to said top flange and said bottom flange.

8. The method of claim 1, further comprising measuring, after said step of connecting said middle web plate to said top flange and said bottom flange, at least one of vertical and horizontal curvature of the jig beam; and

if said at least one of vertical and horizontal curvature of the jig beam deviates from at least one pre-set limit value, fine-adjusting said at least one of vertical and horizontal curvature of the jig beam by pressure rolls of a discharge conveyor.

* * * * *

2014 Business Plan - RECORD #10 DETAIL

Record Date : 2/10/2014
Submission Date : 2/10/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : Seppo
Last Name : Hauta-Aho
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues : Dear Sirs,

Enclosed I am sending new Patent of new types of steel beams and manufacturing method.

Please note: Rail beams are turned = 2800 mm width is upper level.
Trains are moving on the bridge created HSDA, HSDQ or HSDK beams.
Span length 32 m, 50 m or 60 m. Beams are manufactured at the
Factory ready and transport on the site. Ready beams are curved
up/down; left/right following geometry from LA to San Francisco.
Assembly time can be optimized to minimum. Girders can be concrete etc.

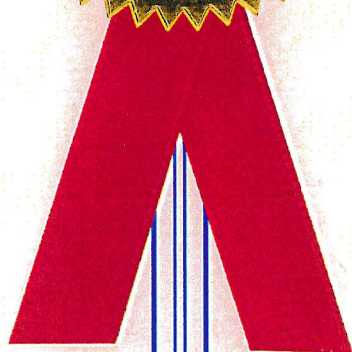
I will send next pages separately.

Kindly Regards,
Steel-Invest Ltd
Dr .Seppo Hauta-aho
President

**Draft Business Plan Comment
Type :**

Attachments : IMG_20140210_0003.pdf (3 mb)

The
United
States
of
America



COPY

**The Director of the United States
Patent and Trademark Office**

Has received an application for a patent for a new and useful invention. The title and description of the invention are enclosed. The requirements of law have been complied with, and it has been determined that a patent on the invention shall be granted under the law.

Therefore, this

United States Patent

Grants to the person(s) having title to this patent the right to exclude others from making, using, offering for sale, or selling the invention throughout the United States of America or importing the invention into the United States of America, and if the invention is a process, of the right to exclude others from using, offering for sale or selling throughout the United States of America, or importing into the United States of America, products made by that process, for the term set forth in 35 U.S.C. 154(a)(2) or (c)(1), subject to the payment of maintenance fees as provided by 35 U.S.C. 41(b). See the Maintenance Fee Notice on the inside of the cover.

Lena Storch Res

Acting Director of the United States Patent and Trademark Office

MAINTENANCE FEE NOTICE

If the application for this patent was filed on or after December 12, 1980, maintenance fees are due three years and six months, seven years and six months, and eleven years and six months after the date of this grant, or within a grace period of six months thereafter upon payment of a surcharge as provided by law. The amount, number and timing of the maintenance fees required may be changed by law or regulation. Unless payment of the applicable maintenance fee is received in the United States Patent and Trademark Office on or before the date the fee is due or within a grace period of six months thereafter, the patent will expire as of the end of such grace period.

PATENT TERM NOTICE

If the application for this patent was filed on or after June 8, 1995, the term of this patent begins on the date on which this patent issues and ends twenty years from the filing date of the application or, if the application contains a specific reference to an earlier filed application or applications under 35 U.S.C. 120, 121, or 365(c), twenty years from the filing date of the earliest such application ("the twenty-year term"), subject to the payment of maintenance fees as provided by 35 U.S.C. 41(b), and any extension as provided by 35 U.S.C. 154(b) or 156 or any disclaimer under 35 U.S.C. 253.

If this application was filed prior to June 8, 1995, the term of this patent begins on the date on which this patent issues and ends on the later of seventeen years from the date of the grant of this patent or the twenty-year term set forth above for patents resulting from applications filed on or after June 8, 1995, subject to the payment of maintenance fees as provided by 35 U.S.C. 41(b) and any extension as provided by 35 U.S.C. 156 or any disclaimer under 35 U.S.C. 253.



US008517247B2

(12) **United States Patent**
Hauta-Aho

(10) **Patent No.:** **US 8,517,247 B2**
(45) **Date of Patent:** **Aug. 27, 2013**

(54) **METHOD FOR MANUFACTURING BEAM, AND BEAM**

(75) Inventor: **Seppo Hauta-Aho, Seinäjoki (FI)**

(73) Assignee: **Steel-Invest Ltd, Seinäjoki (FI)**

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 100 days.

(21) Appl. No.: **13/113,194**

(22) Filed: **May 23, 2011**

(65) **Prior Publication Data**

US 2012/0227354 A1 Sep. 13, 2012

(30) **Foreign Application Priority Data**

Mar. 11, 2011 (EP) 11157809

(51) **Int. Cl.**

B23K 31/02 (2006.01)

(52) **U.S. Cl.**

USPC **228/103**; 228/173.6; 228/178; 228/182

(58) **Field of Classification Search**

None

See application file for complete search history.

(56) **References Cited**

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* cited by examiner

Primary Examiner — Kiley Stoner

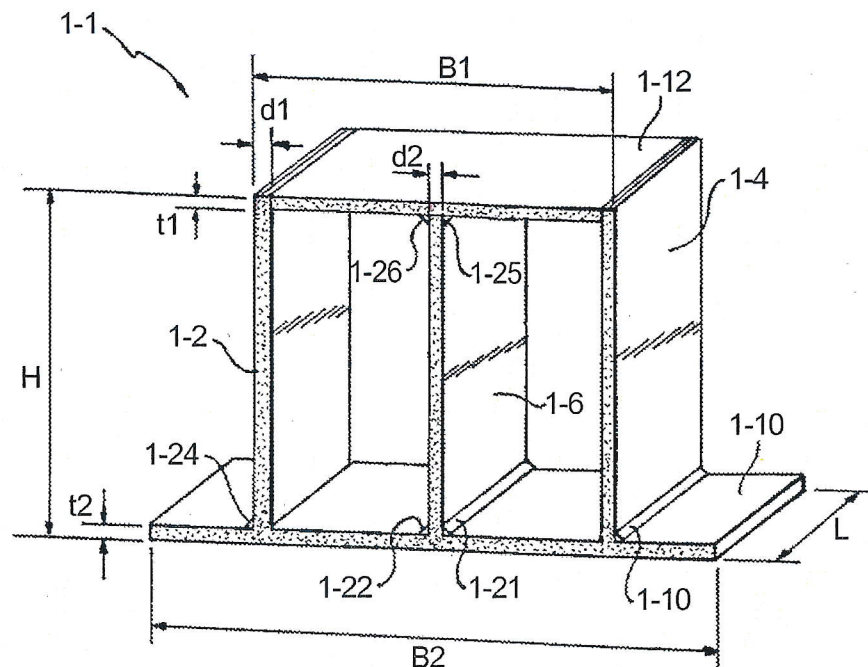
(74) Attorney, Agent, or Firm — Otterstedt, Ellenbogen & Kammer, LLP

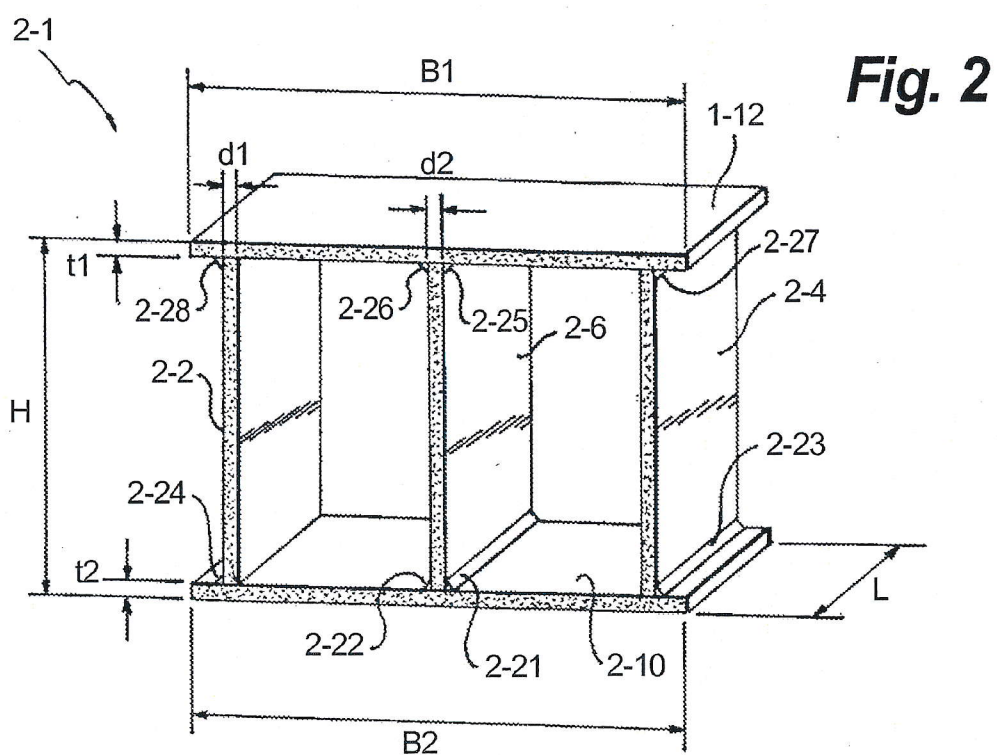
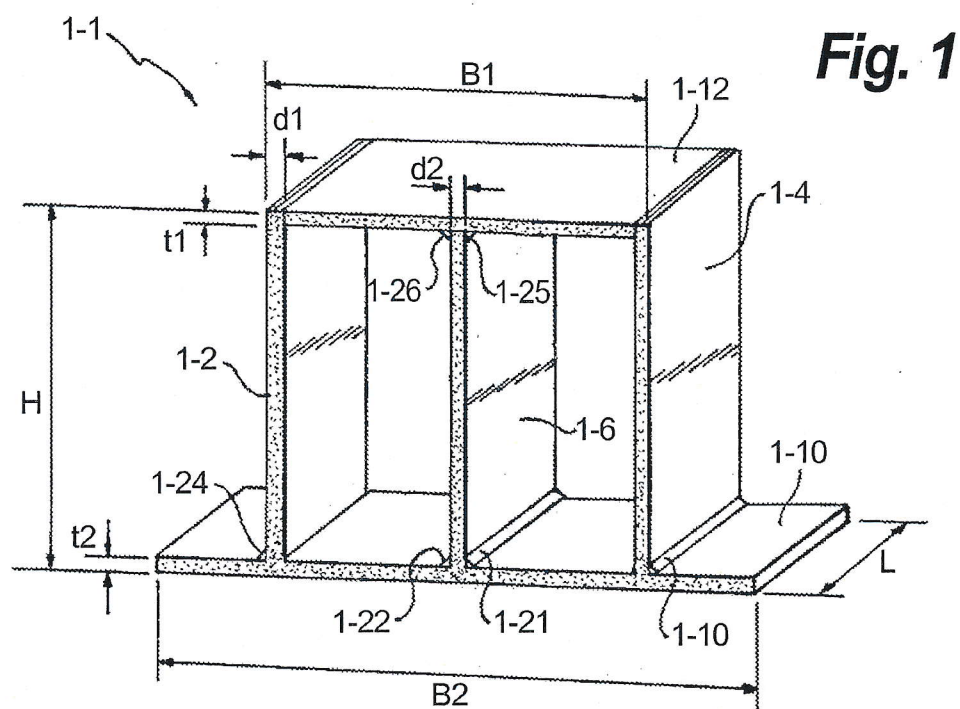
(57)

ABSTRACT

A beam includes at least three web plates that are connected to a bottom flange and top flange.

8 Claims, 4 Drawing Sheets





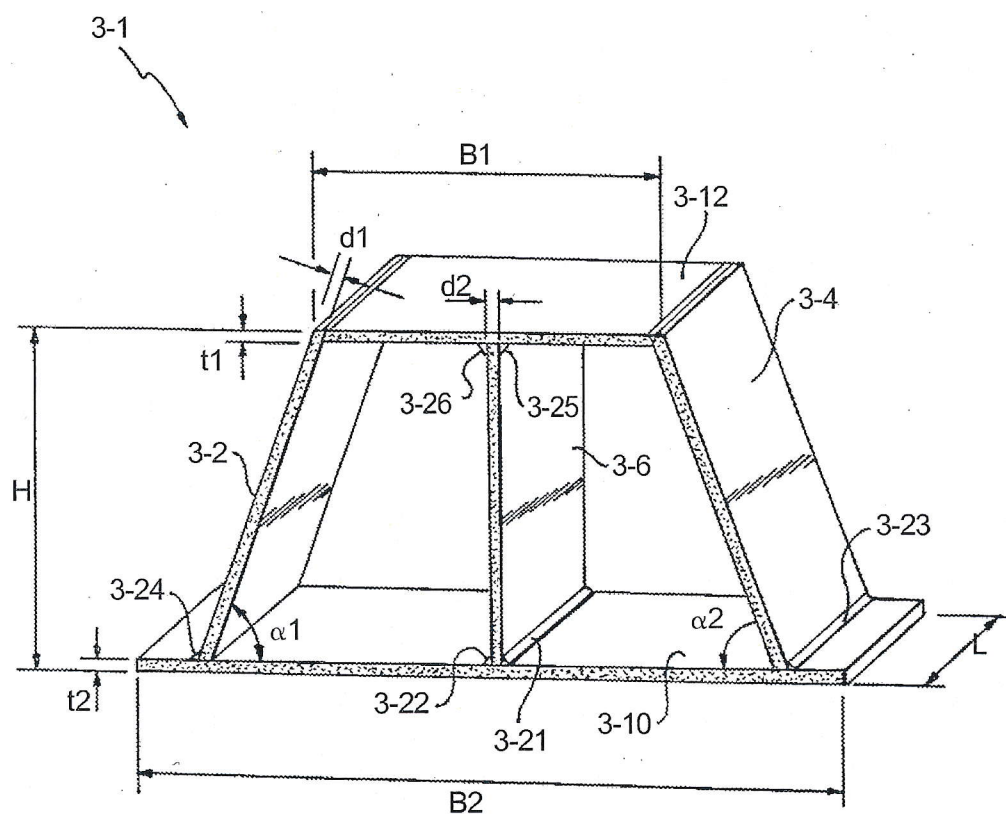


Fig. 3

2014 Business Plan - RECORD #11 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Seppo

Last Name : Hauta-Aho

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Dear Sirs,

Enclosed I am sending some comments:

Page 7

4.2. Track Cost

We have compared in Finland and Russian Costs for High Speed Rails and found Cost Savings about 2 milj.eur / 1 km by using new developed steel beam types.

We compared new Patent US 8,517,247 B2 beam type HSDA to Russian type 2210 and to Ballasting Height (empirical cost).

We have found on your material you sent, you have planned Rail System for speed 350 km/h. But can see the same problem when we compared above Systems in Cost Saving importance.

But analogically savings are same level.

And also if the Rails and Roads are not crossing the savings are more. So, the more Savings, the more Safety.

Using new beam types HSDA, HSDQ or HSDK beam types from steel-material, which patent manufacturing capacities are five (5) beams in one day
=
5 x 30 meters = 150 meters guidances in one day / by one manufacturing process.

New beams and new method, we developed during 10 years at our Factories in Finland based on Germany drawings new System based on the problems we have been informed from Germany year 1999. New system works also against Earthquakes (S-curve), Frost problems (Scandinavia) against problems of Pendolino caused by Ballasting Height etc.

More advantages by using new Patent, the speed can be also more than 350 km/h because very tight tolerances but also less.

But if Cost Saving calculation needed, please let me know.

I will send US Patent information separately.

Kindly Regards,
Steel-Invest Ltd
Dr. Seppo Hauta-aho
President

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #12 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Gary

Last Name : Pietila

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : As a California taxpayer I am 100% against spending another dollar on the slow speed rail browndoggie. There is no demand for a slow, expensive antiquated technology.

This business plan is a joke that does not address requirements of the 2008 HSR proposition.

Gary Pietila
[REDACTED]

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #13 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Scott

Last Name : Link

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Dear California High-Speed Rail Authority,

I am a resident of the Central Valley and commute daily to the San Francisco Bay area for work. I certainly understand the need for improved transportation methods in California, but a bullet train is not the way to do it.

I am against the construction of a bullet train for a few reasons:

1. It is a huge waste of money (our state already has many other worthy causes on which our deficit-plagued state can spend its money more wisely)
2. A train has limited stops: commuters still need to find alternate means of transportation once they reach the station near their final destination
3. Other (better) forms of transportation already exist to connect the areas that the bullet train will connect (via roads and airports) that provide quicker and more personalized service than a bullet train can offer
4. The money would be better spent widening existing roads or creating new roads and airports
5. For a state that normally sets the trend for technology, this plan seems like a step backwards in time to an era of stage coaches and horse drawn buggies
6. The state should focus its efforts on encouraging residential construction for much more high-density affordable housing state wide, particularly near cities with many jobs

Please cancel the plans for a bullet train immediately.

Thank you,

Scott Link

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #14 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : John

Last Name : Winkler

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : How can the Governor just get around to having a business plan for a multi-billion dollar high-speed rail system? Talk about putting the cart before the horse!
John Winkler
[REDACTED]

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #15 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Randy

Last Name : Verhoeven

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : What an absolute waste of money. Figure out a way to transit Southern California in a couple hours and you will reduce pollution, travel times, and frustration. L.A. To S.F. Will benefit a few thousand people a day(maybe), but cost billions. It will NEVER be financially viable!
Randy Verhoeven
Huntington Beach, CA.

Sent from my iPhone

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #16 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : British

Last Name : 2010 Promo

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Dear HSR:

Add these to Business Plan:

Comments & ideas from ET3.com group

Comments from HyperLoop pages if any

Public ridership ideas

Route Map, (one can alter route online & Save for later use).

Make HSR Usable, doable & fundable.

Hire outside blood with Tech interests or Non Tech interests.

Me I favor Hyperloop model.

& see same with ET3.com

Show Tech & concept art, make detailed budgets from Eng firms etc.

Borrow, adapt from EU systems IE French TGV alone & Japan Bullet Train since 1964.

Stephen Russell

Share with AAA (Auto Club).

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #17 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Annie@HSR

Last Name : Parker

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues :

Annie Parker
Information Officer
annie.parker@hsr.ca.gov
w: (916) 403-6931
www.hsr.ca.gov

-----Original Message-----

From: Neibel, Janice@HSR On Behalf Of HSR boardmembers@HSR
Sent: Monday, February 10, 2014 8:47 AM
To: Parker, Annie@HSR
Subject: FW: Where's Anaheim?

>From HSR Email in box.

-----Original Message-----

From: Kathy Gmail [REDACTED]
Sent: Sunday, February 09, 2014 1:16 PM
To: HSR boardmembers@HSR
Subject: Where's Anaheim?

It appears that the new draft business plan lacks Anaheim that was approved at the April 12, 2012 board meeting through a motion by Michael Rossi. It should be corrected bringing the total up for the project to \$73 billion.

Kathy Hamilton, Examiner

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #18 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Valerie

Last Name : Arce

Business/Organization : County of Riverside

City : Riverside

County : Riverside

Zip Code : 92501

Stakeholder Comments/Issues : There is reference a Program-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). I understand the public comment time for this has passed. However, how may I gather this information for review?

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #19 DETAIL**Record Date :** 2/11/2014**Submission Date :** 2/11/2014**Affiliation Type :** Businesses and Organizations**Interest As :** Businesses And Organizations**Submission Method :** Website**First Name :** Floyd**Last Name :** Harris Sr.**Business/Organization :** Contractor**City :** Fresno**County :** Fresno**Zip Code :** 93706

Stakeholder Comments/Issues : People are out of work, like my self, I am self employed and waiting for help I am a black contractor trying to feed my family and pay for my insurance here in Fresno. Can you tell me when we can start work or is there more games to be played while people starve. I would like to know who the key man is and phone number to call for work so I can get set up. Thanks

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #20 DETAIL

Record Date : 2/11/2014

Submission Date : 2/11/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Bobbie

Last Name : Davis

Business/Organization : Individual

City : San Diego

County : San Diego

Zip Code : 92127

Stakeholder Comments/Issues : I am not for the high speed train. I do not think it will do any better than Amtrak and I am against the route through San Diego.

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #22 DETAIL

Record Date : 2/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Floyd
Last Name : Harris
Business/Organization :

City :

County :

Zip Code : 00000

Stakeholder Comments/Issues : would like to know when work start so people likr me can get some work I am self employed , seem like a lot of tsalk and people need work I live Fresno.

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #23 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Annie@HSR

Last Name : Parker

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues :

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Matt Robinson [mailto:matt@shawyoderantwih.com]
Sent: Tuesday, February 11, 2014 2:17 PM
To: Morales, Jeff@HSR; Richard, Dan@HSR
Cc: Alley, Lisa@HSR; Pimentel, Michael@HSR; Josh Shaw
Subject: California Transit Association Support Letter

Dan and Jeff,

Congrats on the release of the Business Plan. I'd say you hit the mark in terms of brevity (except for Tapping's section).

Attached is a letter of support from the California Transit Association for the project (hard copies were also mailed). Please let me know if you have any questions or comments on the letter.

See you both soon.

Take care,

Matt

Matt Robinson
Legislative Advocate
California Transit Association
matt@caltransit.org<mailto:matt@caltransit.org>

1415 L Street, Suite 1000

Sacramento, CA 95814
(916) 446-4656
www.caltransit.org<<http://www.caltransit.org>>

Draft Business Plan Comment

Type :

Attachments :

image001.png (3 kb)
image002.png (669 bytes)
image003.png (752 bytes)
image004.png (889 bytes)
HSR Letter of Support 2.7.14 Final.pdf (1 mb)

February 7, 2014

Dan Richard
Chair, Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Jeff Morales
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

 
Dear Mr. Richard and Mr. Morales,

Recently, the California Transit Association (Association), adopted a formal position of support for the state's rail modernization efforts, including the development of California's high-speed rail system. As illustrated in the California High-Speed Rail Authority's (Authority) 2012 Business Plan, the current transportation system in California is inadequate and its deficiencies will become more evident as California's population continues to grow. To address these projected needs, the Association supports the existence of a seamless, multi-modal transportation network in order to more efficiently move people and goods from one location to another.

The California high-speed rail project is an opportunity to address some of the State's projected transportation needs by linking the Northern and Southern portions of the state with a system that includes trains traveling in excess of 200 miles-per-hour and capable of traveling between Los Angeles and the Bay Area in less than 3 hours. The Association supports the development of such a system in order to promote greater access and mobility, as well as to enhance the integration of all modes of travel in the state.

As the Authority moves forward with the high-speed rail project, the Association believes it is important to maintain the following principles:

1. Authority Board members should continue to represent the identified corridors under study throughout the state and should be selected per consensus approval by the Legislature and the Governor.
2. The Authority should continue its commitment to working with public transit to better define the needs and services required to accommodate California's growing population. As the Authority begins to implement the project, it should be aware of the regional and local transportation plans adopted by local entities and should maintain a focus on how the high-speed rail system will interact with and help facilitate those plans.

3. The Authority should continue to coordinate with local transit agencies to provide timely and efficient service to those people that would be transferring between modes of travel. The Authority should continue its work with local agencies to identify funding in addition to the connectivity funding included in Proposition 1A, to help advance this coordination and associated local service and infrastructure improvements.

4. The state should work to secure project funding from sources distinct from current funding sources for transit. Revenue allocated to fund the implementation or operation of high-speed rail should not reduce, adversely impact or rely upon the current funding streams for transit.

5. The state and the Authority should recognize and consider the future funding needs of transit as the Authority works to secure funding for the high-speed rail project. In light of the projected \$68 billion required to complete construction, as well as the potential funds needed for future operations, maintenance and rehabilitation, local transit should be assured that the project will not preclude transit's ability to access additional future revenues, including cap and trade funding identified by the Association as necessary to support transit capital and operating needs.

6. The state and the Authority should continue to aggressively seek federal and private-sector funding, and prioritize the use of these funds to maximize state funding opportunities for local public transit systems.

I believe you and the Authority are committed to the principles stated above and you have been, and will continue to be, partners as we all look to address the needs of transportation systems statewide. Thank you for that partnership to date. I look forward to working with you to continue to move the high-speed rail project forward. If you have any questions or comments, please contact me at (916) 446-4656 or josh@caltransit.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua W. Shaw". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Joshua W. Shaw
Executive Director

2014 Business Plan - RECORD #24 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Janet

Last Name : Giraud

Business/Organization :

City : Newbury Park

County : Ventura

Zip Code : 91320

Stakeholder Comments/Issues : Please do not move forward with this horrible project.
Thank you.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #25 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Diane

Last Name : Bockwoldt

Business/Organization :

City : Woodland Hills

County : Los Angeles

Zip Code : 91367

Stakeholder Comments/Issues : Stop the madness and the wasteful use of CA tax payer money for this project. I would encourage this bond measure to be revoted and substituted for CA desalinization plant(s) instead. CA needs water more than an expensive/overpriced bullet train.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #26 DETAIL**Record Date :** 2/12/2014**Submission Date :** 2/12/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Marian**Last Name :** Putnam**Business/Organization :****City :****County :****Zip Code :** 92220

Stakeholder Comments/Issues : The current plan is not what I voted for and the state of our economy, both state and federal, is not now as it was when I voted for high speed rail. The statistics just don't support a high speed rail system at this time. The ridership isn't there, fares would be too high to compete with air fares, building expenses would skyrocket, as government projects always do once begun. This just appears to be an expensive boondoggle just waiting to soothe somebody's ego. I am in the inland empire and have to drive all the way into LAX to take a plane because government agencies can't figure out how to make ONT work, even though it was successful years ago. It is time for the Baby Boomers to get out of government and let the more practical and less "connected" (read that as "obligated to friends") handle the problems they will be paying for for their lifetimes.

Draft Business Plan Comment**Type :**

2014 Business Plan - RECORD #27 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : gordon

Last Name : massae

Business/Organization :

City : Paradise

County :

Zip Code : 95969

Stakeholder Comments/Issues : Stop this boondoggle, it makes no sense and the cost is indefensible. Scrap this project NOW!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #28 DETAIL**Record Date :** 2/12/2014**Submission Date :** 2/12/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Michael**Last Name :** E. Barb**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :** Hello,

I live in Fontana, part of the Inland Empire. I have no desire to ride any train from Los Angeles to San Fransisco or any place in between. My only destination when I travel north is to Sacramento. I would fly out of Ontario International Airport which would be much more convenient for me. The cost of flying does not worry me since I only fly once a year. Compared to what it would cost me to get to L.A. by bus, a minimum of \$50 then whatever the cost maybe for a rail ticket, I am still looking at a cost that is not worth my time.

Respectfully,

Michael Barb
voter

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #29 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Gary

Last Name : Peters

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Stop the train and I'll vote for a water bond.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #30 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name :

Last Name : Joelfire

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues :

From: Joel Cascadden

I am opposed to any further spending, planning or consideration of any sort with regard to the high speed rail project. It is ill conceived and financially inappropriate. Please stop!

Joel Cascadden



Sent from my iPad

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #31 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Matthew

Last Name : West

Business/Organization :

City : Rancho Cucamonga

County : California

Zip Code : 91701

Stakeholder Comments/Issues : High Speed Rail will take Californias economy from 65 mph to 220 mph. Gov. Brown has my full support for this futuristic new transportation system and industry to be built in California. I also wanted to personally thank the governor for turning the state's economy around putting California back in the black. Awesome job! Keep up the GREAT work.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #32 DETAIL**Record Date :** 2/12/2014**Submission Date :** 2/12/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Arturo**Last Name :** Robles**Business/Organization :****City :****County :****Zip Code :** 91739

Stakeholder Comments/Issues : As a public school teacher, I am very concerned about the financial solvency of the state. I am frustrated by the irresponsible spending on the part of many state agencies and fear that our current rate of spending is not sustainable. I am concerned about the unfunded liabilities being held by CalSTRS and hope the legislature and governor can begin addresses this pending crisis in a sensible way. The unnecessary construction of this rail project will only worsen the financial situation we are in without addressing the problems that exist. There will be cost overruns for sure. On top of that, the state will be saddled with the expense of running a system with low ridership and large overhead. It will be a money hole for the state, and you will be directly responsible if you keep working toward it.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #33 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Peter

Last Name : Schellenbach

Business/Organization :

City : TUJUNGA

County :

Zip Code : 91042

Stakeholder Comments/Issues : Given all the changes in the project since the 2008 election, please put this on hold and let the voters approve or disapprove the project given accurate information on cost, service, usage predictions, etc. PRESS THE PAUSE BUTTON!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #34 DETAIL**Record Date :** 2/12/2014**Submission Date :** 2/12/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Walter**Last Name :** Mirczak**Business/Organization :****City :** Redondo Beach**County :** California**Zip Code :** 90277

Stakeholder Comments/Issues : I find that much of the 2014 business plan is flawed. The estimated cost is still under-estimated, the rideship over-estimated. The bullet train will not be self-sustaining but a financial burden to California taxpayers. Such a business plan when evaluated by the private sector will not attract investors.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #35 DETAIL

Record Date : 2/12/2014
Submission Date : 2/12/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Osgood
Business/Organization :
City :
County :
Zip Code : 93518
Stakeholder Comments/Issues : This is a waste of money
Draft Business Plan Comment Type :

2014 Business Plan - RECORD #36 DETAIL

Record Date : 2/13/2014

Submission Date : 2/13/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name :

Last Name : Grogan

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues :

Please do not spend another dime on it. Ticket prices will probably be more expensive than airfare and the trip is 3 times longer in duration. Only fearful fliers will opt for that.

Redirect part of the money to building railways in Los Angeles. That will really have a positive impact on our daily commute which is God awful. A once a year trip to SF holds very little value to me.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #37 DETAIL

Record Date : 2/13/2014
Submission Date : 2/13/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : mel
Last Name : granskog
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

When high speed rail was on the ballot in 2008 it sounded to most to be a good idea. Since the plan has been modified to use some existing rail beds it is not worth the money or time. I have ridden the TGV high speed rail in France and it was a great ride, but it was more of a novelty than anything. Most tour companies no longer use TGV because air travel is less expensive. The only way it can work in California is to have dedicated track. There can be no crossings, all places where the train intersects roads must be overpasses or tunnels. There must be high fences on both sides of the track to keep animals off. Then to accommodate animal traffic there will need to be underpasses for the animals to migrate. The plan is flawed again because many little towns want service, if the train makes stops then the travel time increases and the time advantage is gone. Another issue is the Coastal Range and the Tehachapi mountains. High speed rail in France and Japan does not have these obstacles. I have no doubt that the line can be built and operated, there are no better innovators in the world than in California. The problems are economic. This system to connect the Bay Area and Los Angeles, later connecting Sacramento and San Diego cannot be built for less than 300 billion, probably more. How much was the overrun on the Bay Bridge, does anyone really think the 68 billion is accurate?? The ridership is greatly exaggerated and it will never turn a profit. The high speed rail authority is misleading the public and once again the public, through higher taxes, will be asked to subsidize a losing proposition. I urge you to tell the public the real truth and put the issue back on the ballot.

This looks to me like Jerry Brown's legacy. Is it fair to strap the citizens of California for decades to come so the Governor can have his legacy?
Melvin Granskog
Chico, California

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #38 DETAIL

Record Date : 2/13/2014

Submission Date : 2/13/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : larry

Last Name : lenihan

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : No, do not do this. It is not what we voted for.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #39 DETAIL**Record Date :** 2/13/2014**Submission Date :** 2/13/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Michael**Last Name :** Jamgochian**Business/Organization :****City :** Redondo Beach**County :****Zip Code :** 90278

Stakeholder Comments/Issues : Californians continue to select the most time efficient transportation option with the shortest door to door travel time. All analysis to date ignores the fact that California has over 90 airports with paved runways which could be served with commuter plane service traveling point to point at over 300 miles per hour. This intrastate plane service could be funded with a total state investment of only \$2 billion, versus the \$60+ billion HSR investment.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #40 DETAIL**Record Date :** 2/14/2014**Submission Date :** 2/14/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Virginia**Last Name :** Cornwell**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :** To Whom It May Concern:

This new business plan just tweaks the previous business plan with new guesswork about inflation, ridership and ticket prices. When the people of California voted for a \$38 billion rail line, I am sure they didn't imagine that the train would wander all over the state with stops determined by political, rather than logical considerations. I can't imagine any conceivable circumstance in which I would choose the rail line as currently configured over flying.

This train should go back to the drawing board and be completely re-imagined. Then the voters should have another chance to vote for the new plan. A plan with a feasible route, logical stops, direct connections to major cities and a realistic budget for construction and operations. The plan should include the latest, proven technology available.

The citizens of California voted for a very different high speed rail line with a very different price tag. The cost has basically doubled before there has even been a groundbreaking and the high-speed portion of the route has been substantially shortened (which requires very, very high speeds to compensate for the slow-speed portions). Let us vote on this proposal again.

Respectfully,

Virginia Cornwell

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #41 DETAIL

Record Date : 2/14/2014

Submission Date : 2/14/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Bill

Last Name : Bertino

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : I very strongly oppose the Hi Speed Rail project. You people have changed directions too many times from what the voters voted on.
The money that will be wasted on this project should go to more important California problems.
#1 is our water problem.

William Bertino

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #42 DETAIL

Record Date : 2/9/2014

Submission Date : 2/9/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Norm

Last Name : King

Business/Organization :

City : Palm Springs

County : CA

Zip Code : 92264

Stakeholder Comments/Issues : The 2014 Draft Plan makes reference to travel demand model results provided by Cambridge Systematics in regard to travel time savings calculations. I cannot find such information on your website. Specifically I would like to be provided with the travel time assumptions of HSR vs. auto and air for the various trip destinations. Thank you.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #43 DETAIL

Record Date : 2/14/2014

Submission Date : 2/14/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Robert

Last Name : Allen

Business/Organization :

City : Livermore

County : Alameda

Zip Code : 94551

Stakeholder Comments/Issues : Phase further planning to truncate HSR from the South at San Jose Diridon, with cross-platform transfer there to Caltrain and Capitol Corridor.

Stop any further expenditure for HSR on Caltrain north from San Jose.

Plan later HSR along an upgraded Amtrak East Bay route to Oakland, a new intermodal station where BART crosses overhead at I-880/7th St. (BART trains about every four minutes would serve all four downtown San Francisco stations within six to ten minutes.)

This route would be much better, safer, more reliable, and less costly than adding HSR on Caltrain tracks, with their many commuter station platforms and 43 grade crossings. No tunneling; no HSR bond subsidy for Caltrain electrification; no new trans-Bay tube for HSR extension to Sacramento.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #44 DETAIL

Record Date : 2/15/2014

Submission Date : 2/15/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Maria

Last Name : Salazar

Business/Organization :

City : Pasadena

County : Los Angeles

Zip Code : 91107

Stakeholder Comments/Issues : I want the High Speed Rail project to stop. The state of California needs to invest in upgrading its' current infrastructure. WE DO NOT NEED HIGH SPEED RAIL. It does not meet the original definition of the proposition that was passed by voters. I did not vote for this Proposition and I am still opposed to the project especially since the costs have exceeded what was originally budgeted. We need our tax monies to be spent on earthquake upgrades to all our dams, freeways, and highways. STOP this project now and stop the lies.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #46 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Alan

Last Name : Hartford

Business/Organization :

City :

County :

Zip Code : 94561

Stakeholder Comments/Issues : I feel that this project exceeds what I voted for and has changed so much that my vote should be invalidated or recast. The project has failed to show an ability to fund itself and has not only significantly increased in cost, but has decreased in its promised service levels. Prior to proceeding this should be brought back before the voters.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #47 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Neal

Last Name : Richmond

Business/Organization :

City :

County :

Zip Code : 94521

Stakeholder Comments/Issues : Stop the insanity. Bury the fiscally irresponsible High Speed Rail project.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #48 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Michael

Last Name : Wakefield

Business/Organization :

City : Livermore

County : Alameda

Zip Code : 94550

Stakeholder Comments/Issues : Stop wasting tax payers funds on the "train to nowhere".
Use the 68 Billion dollars to build more dams to store water during drought
years!!!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #49 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Dennis**Last Name :** Cardellini**Business/Organization :** Retired**City :** Livermore**County :****Zip Code :** 94551

Stakeholder Comments/Issues : My name is Dennis Cardellini. I am writing this letter in the hope that the views I express below may cause you to reevaluate your plans regarding high speed rail and the future of transportation in California.

First, let me list some observations I have made regarding the future of transportation and technology.

1. It is clear that auto manufacturers and technology companies are on a vector to develop automobiles that can avoid accidents and eventually drive themselves. I believe there will be someone in the driver's seat for some time to come but the car will be on "auto pilot" for most of the time.
2. Today we have highway monitoring systems that dynamically display the travel time from a point on the highway to a number of exits ahead. In time those systems will evolve to the point that they will communicate interactively with the "auto pilot" control systems in cars. Thus controlling the speed and conceivably the path taken to a destination based on road conditions.
3. It follows that cars that drive themselves, guided by sophisticated highway monitoring systems, will be capable of travelling at far greater speeds than today's cars.
4. These developments will require a highway system that:
 - a. Includes a sophisticated monitoring and communication system that interacts with the on board auto pilot systems in cars
 - b. Provides high speed lanes, and access and egress, for self driven cars
 - c. Enables self driven cars and old technology driver driven cars to share the highways

Further, if these assumptions regarding self driven cars are correct, most people will choose to travel with the comfort and flexibility of their own cars and the bullet train will be obsolete before it is completed.

My conclusion, given the above, is that our highway system must be evolved or it will become the limiting factor in this equation. We need to design and implement an intelligent highway system as soon as possible.

Therefore I believe our focus should be California's highway of the future. I suggest that you rethink your priorities and announce a full scale effort to build America's first intelligent highway system in California.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #50 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** daniel**Last Name :** simone**Business/Organization :****City :** livermore**County :** elmeda**Zip Code :** 94550**Stakeholder Comments/Issues :** History reveals no transportation has ever made a profit. Bart, Amtrack, England tunnel. You would leave future taxpayers with a huge burden. BE SMART**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #51 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Raleigh

Last Name : Jardine

Business/Organization :

City : Brentwood

County : CA

Zip Code : 94513

Stakeholder Comments/Issues : This is the biggest waste of time and money we have ever had shoved down our throats. Almost as bad as the Tunnels. Why don't you spend your time and effort on other things that are worthwhile and realistic

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #52 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Barry

Last Name : Weir

Business/Organization :

City :

County :

Zip Code : 94568

Stakeholder Comments/Issues : The Legislature should take action to prevent additional wasteful spending on the High Speed Railroad farce.

This proposal has changed significantly since Proposition 1A was approved by voters in 2008.

1. The forecast cost of \$67.6 billion is more than California can afford and is sure to be an underestimate of the final cost.

2. It is unlikely that operating expenses will be met by people traveling between San Francisco and Los Angeles as was the original intent.

Put an end to the wasteful spending by Governor Brown and the California High-Speed Rail Authority.

If there is any doubt as to how the voters feel, put this proposal up to a vote in November to hear from your constituents.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #53 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Dan
Last Name : McCormick

Business/Organization :

City :

County :

Zip Code : 94546

Stakeholder Comments/Issues : This business plan would still produce a wasteful rail system. It's based on very speculative numbers that don't add up to a good idea. The whole concept should be dropped. Stop putting good money after bad. I can't figure out how this makes any good sense for Californians nor Americans.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #54 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Nick**Last Name :** Vleisides**Business/Organization :** Community Chaplain Resources**City :** Danville**County :** Ca**Zip Code :** 94526

Stakeholder Comments/Issues : Please...do not spend \$68 billion on this crazy thing. Spend far less money widening I5 to three lanes or even 4 and raise the speed limit to 80mph. I can leave the bay area and arrive in LA in just over 4 hours...with a car...with my stuff...no parking...no pick up...no lines. Seriously, why would our household spend that kind of money no matter where it comes from?! Put more people to work improving our roads at a much quicker pace. I just drove over the Altamont Pass last night and the road has been torn up for so many years. I5 is ridiculous. I just don't get it. I'm 57 years old...father of three teens...born in Cal...serve in Law Enforcement...just a regular citizen not wanting my government to spend a ridiculous amount of money on something that is not absolutely necessary.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #55 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Claudia

Last Name : Raymond

Business/Organization :

City :

County :

Zip Code : 94513

Stakeholder Comments/Issues : I am 100% opposed to the high-speed rail project. We don't need another fiasco like the Bay Bridge. Absolutely not!!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #56 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Jacques**Last Name :** Guertin**Business/Organization :** Consulting Scientist**City :** Newark**County :** CA**Zip Code :** 94560

Stakeholder Comments/Issues : High-Speed train. . . . The recent revised plan will not work. In fact, the best thing to do is to delete this project entirely. Why? Well, I have first hand experience on passenger trains. My father was general manager for the Canadian Pacific Railway. The private (no government support at the tax payers expense!) company was losing money year after year. The losses were coming entirely from the passenger portion of the business. So, my father removed that part of the business and the company immediately became profitable (with freight) and continues to be to this day. In Canada, the only passenger trains are run (at a loss) by the Canadian National Railway (government supported at the tax payers expense). And, that is only one example. I have many more.

Now a worthwhile expenditure of precious funds saved by not having the speed train would be the construction of more water-retaining reservoirs. That would help alleviate drought years.

I think most Californians would support this approach.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #57 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Pierre

Last Name : Du Bois

Business/Organization :

City :

County :

Zip Code : 94513

Stakeholder Comments/Issues : I believe it is not possible to forecast a demographic model of California business 10-20 years into the future that would benefit in any way from this project. The final cost will surely be much more than projected and the need much less than imagined.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #58 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Eddie

Last Name : Yarbrough

Business/Organization :

City : Benicia

County : Solano

Zip Code : 94510

Stakeholder Comments/Issues : Please STOP planning and spending money on the High Speed Rail system now!
It is a waste of taxpayers money and these resources are badly needed elsewhere.
STOP it NOW!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #59 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Janice

Last Name : Ward

Business/Organization :

City :

County :

Zip Code : 94583

Stakeholder Comments/Issues : I will not support any elected representative that continues to support this fiasco-in-the-making. The voters deserve the right to vote on whether or not to move forward with this ridiculous project since the information available to us since the passage of Prop 1A in 2008 has changed. I actually vote in every election and will be paying close attention to whether or not my representatives continue to support this extreme waste of money which could be put to much better use in our state. Stop the high speed rail project!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #60 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Darold**Last Name :** Loshonkohl**Business/Organization :****City :** Concord**County :****Zip Code :** 94521

Stakeholder Comments/Issues : I believe the High Speed rail system that we originally voted on and approved has been changed to the point it is now not the system that could be approved by the voters. Costs have increased and the system now will operate between San Francisco and Los Angeles where we voted for a system between Sacramento and San Diego. This represents a major change and I believe all planning, expenditures and construction must cease and the revised system be put to the electorate to get their acceptance.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #61 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : George

Last Name : Williams

Business/Organization :

City : Dublin

County : Ala

Zip Code : 94568

Stakeholder Comments/Issues : Stop the California boondoggle, we do not need this fast track bankruptcy, you lied to the dump voters & politicians, we would be way ahead, if all took early retirement.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #62 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Gisela**Last Name :** Adams**Business/Organization :****City :****County :****Zip Code :** 91801

Stakeholder Comments/Issues : In spite of a \$2 Billion reduction in the construction cost for the high speed railroad, the 2014 business plan is still woefully deficient and does not add up. The ridership was adjusted upward, the ticket cost was adjusted downward and the actual construction cost was also reduced by \$800 million. It seems to me that these changes are made without solid facts just to justify the final figure. However, there is still no solid basis of how the project would be funded. Financing of the plan is not based on facts but on speculation. Governor Brown seems to think that the pollution fund money could be used as a finance vehicle; however, he forgets that the construction of this project will produce significant pollution itself (60 plus years) and thus is not eligible for these funds. Regardless of how much less the new business plan shows the cost to be, it does not show where legitimate funding is coming from. Most importantly, the plan totally ignores the fact that California voters were told in the 2008 bond issue that the construction cost would be approximately \$33 billion and funding would have to be lined up before the start of the construction. So, to decrease the cost by \$2 billion still does not make this a good plan. This project is outdated before it has even begun. It is a boondoggle, and Californians do not need or want a bullet train. California needs to address far more important issues than a bullet train. I urge the California Legislature to defund this project and use the money for projects (such as fixing the levees in the Delta) that are extremely important. I totally oppose the High Speed Rail project as do almost 60% of California voters. Please listen to the people of California and stop this useless project.
Regards, Gisela Adams

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #63 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Pamela

Last Name : Pedersen

Business/Organization :

City :

County :

Zip Code : 94507

Stakeholder Comments/Issues : Stop all plans for the California high-speed rail. Enough money has already been wasted on this project. If you can't or won't do it, then put the measure back on the ballot for a vote.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #64 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Kevin**Last Name :** Wilk**Business/Organization :****City :** Walnut Creek**County :** California**Zip Code :** 94598

Stakeholder Comments/Issues : I have always been a staunch proponent of public transportation and the type of high speed rail that exists in Japan and France. I supported and optimistically voted for the California high speed rail bonds, and have voted for Gov Brown in all his campaigns..

But everything has changed. Instead of SF to SD, we have SF to LA. With building starting in the lower populated Central Valley, it will likely be under-utilized for years. It may not even be that high speed or time saving anymore. Certainly not a lower priced alternative to flying. The total cost is now more than 3 times higher than we were told and voted for. Even with the federal funds of \$3.3 billion, this is not the same project voters approved.

If you agreed to buy a 5 bedroom house for \$500K, and it's now a 3 bedroom house for \$1.5M, would you still agree to the purchase, or re-evaluate? The current plan is NOT what the people voted for and approved. This drastic a change must come before the public again before it can be instituted.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #65 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Bruce**Last Name :** Barry**Business/Organization :****City :** Hayward**County :** Alameda**Zip Code :** 94544

Stakeholder Comments/Issues : Our elected officials in Sacramento, know exactly what California and it's citizens need every year. As the drought continues, like it does periodically, we need a bullet train, about as much as a 9.5 earthquake. Imagine, how many desalination facilities can be built for \$67.6 billion. I know it's a dream for the Governor, to get this bullet train built, so his name can go down in history, but all the people I know, think fresh water is more important. I think if you people in Sacramento told the truth, you would agree.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #66 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : skip

Last Name : walden

Business/Organization :

City :

County :

Zip Code : 94598

Stakeholder Comments/Issues : this is a joke gone too far...i voted for HSR when it was on the ballot....it is now so far removed from what I voted for that at a MINIMUM it needs to go for another vote...this state can't afford it and there is no overriding reason to do this.... politicians are bankrupting our state for their own egos and political agenda.....stop this insanity!!

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #67 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Elinor

Last Name : Smith

Business/Organization : private citizen

City :

County :

Zip Code : 94536

Stakeholder Comments/Issues : Stop thre bullet train now. We cannot afford it at this time.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #68 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Mark

Last Name : Linnett

Business/Organization : not applicable

City : Martinez

County : California

Zip Code : 94553

Stakeholder Comments/Issues : \$68 Billion can be better spent on existing California transportation infrastructures. The proposed High Speed Rail is a poor use of scarce resources.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #69 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Doug**Last Name :** Garcia**Business/Organization :****City :****County :****Zip Code :** 94568

Stakeholder Comments/Issues : The CA HSR Project no longer represents the proposal that voters passed and is not how I want my tax dollars spent. It has undergone multiple revisions that represent severe underestimations in ridership, private investment and overall budget. It has decreased in scope from linking Sacramento to San Diego and is now commencing construction in the southern Central Valley which has tremendous potential to become our "to nowhere" project. Put these resources instead to protecting children, solving the drought issues, decreasing wasteful government spending and fraud, improving education and restructuring our unsustainable public employee pension structures. Knock it off and get serious about our economic future!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #70 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Patricia

Last Name : Carroll

Business/Organization :

City : San Pedro

County : California

Zip Code : 90732

Stakeholder Comments/Issues : Please stop this project. The investment needs to be made in other more urgent projects, like water infrastructure. This HSR will never be self sufficient, takes productive businesses and farms out of production. STOP and take the losses already incurred.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #71 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Susan

Last Name : Gaines

Business/Organization :

City :

County :

Zip Code : 94806

Stakeholder Comments/Issues : I am against the High Speed Rail and deem it as a fantasy that will bankrupt the state. "Bullet Trains" in foreign countries are subsidized and many people cannot afford to ride them. When has the state ever come in ON Budget, take the Bay Bridge for example. Stop this crazy plan and improve the existing infrastructure/roads. They are the worst roads in the country.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #72 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Larry

Last Name : Woods

Business/Organization :

City : Walnut Creek

County :

Zip Code : 94598

Stakeholder Comments/Issues : Do not spend any more money on High-Speed Rail. There are too many other more important needs in the State of California.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #73 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Elaine**Last Name :** Woods**Business/Organization :****City :****County :****Zip Code :** 94598

Stakeholder Comments/Issues : Building high speed rail in California would be a gigantic mistake. Right now, our only concern should be making California secure from the devastation of drought. We are ill prepared to deal with another year without rain. Mandatory rationing statewide should be enforced and everyone should have a water meter. It should be a law.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #74 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Muriel**Last Name :** Bowes**Business/Organization :****City :** Concord**County :****Zip Code :** 94518

Stakeholder Comments/Issues : I feel very strongly that the plans for the high speed rail system no longer resemble what was previously put before the voters. There is no urgency to build such a rail system, especially in a struggling economy, and in a state with existing long-term financial obligations. There are other options for travelling from northern to southern California. The price to all of us to make this trip faster is simply too high. Our schools are still struggling, many roads are in poor shape, police departments need more officers, and fire departments are going bankrupt. If billions of dollars are available, let's put them in place to the benefit of everyone. Let the voters speak again. Maybe, if not now, there will be a place for high speed rail in the future. This needs to go on the ballot again.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #75 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Robert

Last Name : Allen

Business/Organization :

City : Livermore

County : Alameda

Zip Code : 94551

Stakeholder Comments/Issues : HSR on Caltrain tracks is highly vulnerable to accident and sabotage. Many trackside passenger platforms and 43 grade crossings line the 47 miles between San Jose and San Francisco. HSR needs a secure fenced and grade separated right of way.

Californians in 2008 approved Prop 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." Blended Rail as proposed is NEITHER SAFE NOR RELIABLE.

The first phase of HSR from the South should end at San Jose, with cross-platform transfers there to/from Caltrain and Capitol Corridor. No more HSR funding should go to Blended Rail, including Caltrain electrification, tunneling, a terminal and extension in San Francisco. The cost savings would be immense.

Phase 2 HSR should go to Oakland along a secure, up-graded Amtrak East Bay route (via Mulford), with full grade separation and additional trackage. It should include an intermodal Bay Rail Hub station in Oakland at the BART overhead (I-880/7th Street). (This would make a better, safer, and more reliable for Capitol Corridor also.)

BART trains about every four minutes would run to/from the four downtown San Francisco BART stations in six to ten minutes. This rail hub would transform travel between the Bay Area and Sacramento and the Central Valley, making rail travel a viable alternative to driving.

Regional government and shipping agencies would find the Bay Rail Hub an ideal locus for their offices - with superb transit access for employees and the public.

Page 3 depicts a station on curved track. To minimize the gap and let train operators see the full train, BART requires stations to be on tangent. Evidently HSR stations can be on curved track.

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #76 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Phil

Last Name : Handin

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : PLEASE abandon this boondoggle...or, at the very least, put it to the voters again, describing the current state of affairs, so that the voters have a chance to express their vote on what the plan has become, not what it was...since the two are very different.

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #77 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : john

Last Name : english

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : As a resident 62 year of California, I strongly oppose any development of this system.
No creditable source of funding has been provided.
There is no customer base in the central valley.
This is an egregious violation of the public mandate.
STOP THIS TRAIN!
John English

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #78 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name :

Last Name :

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : I do not trust these new estimates. The HSR plans, revenue and passenger projections, have changed numerous times since the vote in 2008.
Close this project now before more money is wasted!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #79 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Robert

Last Name : Rugani

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Please do not allow the Bullet Train to proceed.

Robert R. Rugani

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #80 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Boris

Last Name : De Denko

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Dear Sirs,

I think the current HSR plan is unrealistic in its goals, too expensive (I would predict a 5x cost overrun in construction, based on the way business is conducted by the state (witness the S.F. - Oakland Bay Bridge)), an ill-considered route design, and very likely with an unprofitable operating expense, even with high fares.

Why was an indirect route (through the central valley) between S.F. and L.A. chosen?

I believe the public was misled when Prop. 1A was passed in 2008 into believing that the most direct route would be used.

Three hours from S.F. to the L.A. "basin"? How much more time to the city of Los Angeles?

200 mph express trains exist today, the idea being to get from A to B in the shortest practical time, with no needless stops. Otherwise, the label "express" shouldn't apply. If this "plan" were to go forward and optimistically be completed by the forecast 2029 date, it would likely be old-tech by the year 2024, and could possibly be abandoned before completion. It's not OK to throw good taxpayer money after bad.

Let's clean up the route to a very direct S.F. to L.A. path with no stops in between; the in-between stops are already handled by existing rail services. That would reduce the travel time to a much more competitive and attractive two hours.

This suggests to me that the driving idea behind this HSR plan is not speed or timeliness of rail travel, so what is it? Who profits?

Please, let's do some real transportation planning and give the taxpayers what they think they bought.

Sincerely,

Boris De Denko

This email is free from viruses and malware because avast! Antivirus protection is active.
<http://www.avast.com>

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #81 DETAIL**Record Date :** 2/18/2014**Submission Date :** 2/18/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Robert**Last Name :** L Jones**Business/Organization :****City :****County :****Zip Code :**

Stakeholder Comments/Issues : Most of us have no idea why this revised plan give anymore credence than the original plan. Just because Gov Brown wants a legacy along with his father is NO reason that this costly ego train should see the light of day. It seems that the initial reason to even keep this alive at all is to capture the Federal Funds once a "valid financing plan is established". If you honestly feel so strong about this put this up for a public vote, and we know it will fail. It is starting to look like Obamacare where it was poorly written, on false assumption, with reduced cost benefit. Assume this is going to those who have a vested interest in this moving ahead, so once again this will add to the waste already incurred, and it will probably support the consultants for years before we shut it down.

RL Jones
Alamo, Ca 94507

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #82 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Alice

Last Name : Beaton

Business/Organization :

City : Danville

County : Contra Costa

Zip Code : 94526

Stakeholder Comments/Issues : Your new plans for the high speed rail do not add up..it is not a good idea to begin with.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #83 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Hans

Last Name : Auerbach

Business/Organization :

City :

County :

Zip Code : 94519

Stakeholder Comments/Issues : It was said: 40,000,000 passengers per year, that is 109,589 per day or 54,794 going one way another 54,795 the other way. How many passengers per train, 500? that would be 108 trains daily in each direction. Correct me if I made an error in my calculation or have my facts wrong. It would not get my vote considering how badly railroads have performed in this country in the past. Our money would be better spend improving local commuter traffic in areas like LA, the Bay area etc.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #84 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Gerald

Last Name : Mix

Business/Organization :

City : Cocord

County : Contra Costa

Zip Code : 94520

Stakeholder Comments/Issues : High speed rail is a horrible idea, being pushed by incompetent people. We don't need a high speed rail to "no where", with every few riders that will use a vastly overpriced system. STOP THE REDICULOUS IDEA BEFORE WE GET IN WAY OVER OUR HEADS FINANCIALLY...

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #85 DETAIL

Record Date : 2/15/2014
Submission Date : 2/15/2014
Affiliation Type : Public Meeting
Interest As : Public Meeting Participant
Submission Method : Website
First Name : Rober
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : HSR added on Caltrain tracks - "Blended Rail" - would be vulnerable to accident and sabotage. HSR needs a secure right of way, fenced and without grade crossings. Trackside platforms and 43 grade crossings dot the 47 miles of Caltrain. Prop 1-A in 2008 called for "Safe, Reliable" HSR. "Blended Rail" would be neither safe nor reliable.

Please consider truncating HSR from the south at San Jose, the largest city in the Bay Area, with cross-platform transfers there to Caltrain and Capitol Corridor. No tunneling. No HSR subsidy for Caltrain electrification. No HSR trans-Bay tube, now or later.

Later consider (jointly with UP, Amtrak, and Capitol Corridor) up-grading the Amtrak East Bay route with grade separations, additional tracks, fencing, etc., from Santa Clara via Mulford to a new intermodal station at the BART overpass in Oakland.

BART trains from there about every four minutes reach all four downtown San Francisco BART stations in six to ten minutes. The route would be faster and safer also for Capitol Corridor.

This intermodal station (I'd call it the Bay Rail Hub) - with passenger trains to Sacramento, to the Central Valley by both Martinez and the Altamont, and to the Silicon Valley connecting to trans-Bay BART - would revitalize rail travel in Central California. It could well be the prime HSR station in the Bay Area. Evidently (Page 3 of the new Business Plan) HSR can tolerate stations on curved track.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #86 DETAIL

Record Date : 2/19/2014

Submission Date : 2/19/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Carol

Last Name : Click

Business/Organization :

City : Danville

County :

Zip Code : 94526

Stakeholder Comments/Issues : Please reconsider your plan. Yes, we need a high speed land transportation connection between San Francisco and Los Angeles. Your current plan does not make sense: a high price tag, long construction time, lower ridership with serious legal and environmental obstacles. Surely there are other options. For example: Elon Musk's Hyperloop. Please take a step back and examine the options.

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #87 DETAIL

Record Date : 2/19/2014

Submission Date : 2/19/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Jonathan

Last Name : Schaff

Business/Organization :

City : San Leandro

County : Alameda

Zip Code : 94577

Stakeholder Comments/Issues : These projections are a fantasy. The proposed bus links are too cumbersome to attract riders. There will never be enough money to complete it. Please stop this boondoggle before it wastes any more money.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #88 DETAIL**Record Date :** 2/19/2014**Submission Date :** 2/19/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Donna**Last Name :** Ting**Business/Organization :****City :** Orinda**County :** Contra Costa**Zip Code :** 94563

Stakeholder Comments/Issues : I do not believe it is wise to implement high speed rail at this time. Our state has too much debt and future obligations such as public pensions, that have not yet been addressed. The tax rate in California is one of the highest in the nation, yet we can't seem to spend the money wisely, leaving us with one of the highest debt burdens as well.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #89 DETAIL

Record Date : 2/19/2014

Submission Date : 2/19/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : kevin

Last Name : faughnan

Business/Organization : none

City : oakland

County : alameda

Zip Code : 94618

Stakeholder Comments/Issues : This is a big mistake and much lower in priority compared to water, education, growing industries for jobs, and cutting government waste and fraud.

I am voting against this anytime I get a chance-and will be voting for candidates who also oppose this project

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #90 DETAIL

Record Date : 2/19/2014

Submission Date : 2/19/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Gerald

Last Name : Pilger

Business/Organization :

City : Long Beach

County : LA

Zip Code : 90803

Stakeholder Comments/Issues : I would like to see an independent analysis of the cost/benefit section of this business plan published in an easily accessed by the public media. It seems to me the "time savings" and other components that compose 90+ percent of the benefits are potentially way over estimated.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #91 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Mark

Last Name : Linnett

Business/Organization : not applicable

City : Martinez

County : California

Zip Code : 94553

Stakeholder Comments/Issues : Tax payer monies can be better spent on existing transportation upgrades and improvements.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #92 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name :

Last Name : Ivy

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues :

Dear sir or madam,

Hope everything goes well with your side!

We are manufacturer of 3D system in Shenzhen, we are one of the earliest companies which re focusing on 3D products. Our Le-Vision 3D brand is the first and only Disney approved 3D brand in China, with internationally recognized brand and quality, we can provide you our best price and technical supports.

Our domestic 3D business has covered almost half of Chinese chain theaters, we got very good prize from all our customers!

Please note below top sell's 3D items and let me know freely if there is anything you are interested in. Thanks!

1. 3D eye glasses free tablet PC(LS-P0701A) for the best 3D video, movie and game experience.

Wanna enjoy 3D image without eye glasses? We give you the option!

2. Mini polarized 3D system for home theater, education, office conference etc.

Both our mini potable polarizer and mini projector are almost the same size as iPhone, the two items below will be the perfect match for you to enjoy 3D everywhere!

3. Passive polarized 3D system for cinemas, theaters, museums etc. TMS supported.

Still using active 3D eye glasses in your cinema? Want to cut some of your cost?

Active 3D eye glasses are too heavy, expensive (about US\$25.0/pc), and easy to be broken, end users will feel tired when they wear it for some time, if you lost one pair, you lost US\$30.0!!!

By using our passive polarizer, you can only need to buy very fashion, light and cheap 3D passive eye glasses(US\$1-2.0/pc), very convenient and no need to worry about loss!

4. Eye glasses-free 3D displayer for advertizing, presentation in stations, metro, bank, shopping mall, supermarkets etc.

Get best feedback if you are using 3D vedios to draw other's attetion!

Cindy

2014-02-20 11:46:32

Attachments :

20141316181623052.jpg (47 kb)
20141316181623162.jpg (269 kb)
20141316181623262.jpg (14 kb)
20141316181623362.jpg (8 kb)
20141316181623462.jpg (30 kb)
20141316181623562.jpg (41 kb)
20141316181623662.jpg (53 kb)
20141316181623762.jpg (11 kb)

2014 Business Plan - RECORD #93 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Pamela

Last Name : Burns

Business/Organization :

City :

County :

Zip Code : 94596

Stakeholder Comments/Issues : This is no longer the plan that voters approved. Instead, it has become an idiotic waste of money. Stop this thing before we waste any more money that can be spent better elsewhere. Supporters of this boondoggle will no longer get my vote.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #94 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : GREGORY

Last Name : MARINE

Business/Organization :

City : ANTIOCH

County : CONTRA COSTA

Zip Code : 94531

Stakeholder Comments/Issues : As an supporter and admirer of Governor Brown. You have done a great job with the budget. But END this rail project. It has ZERO chance of ever being successful. The whole business plan is a fantasy. It is a HUGE wast of taxpayer money. Let the people of California vote on it; they will vote it down and end this waste.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #95 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Marcella

Last Name : McKillican

Business/Organization : Registered Democrat

City : Pinole

County : Contra Costa

Zip Code : 94564

Stakeholder Comments/Issues : Your new figures on the cost of this high-speed rail plan still do not add up!
Please divert the funds to ways to restore more water for the increasing
populations of California!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #96 DETAIL

Record Date : 2/20/2014
Submission Date : 2/20/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Website
First Name : harlan
Last Name : wong
Business/Organization : harlan wong, o.d.
City :
County :
Zip Code : 94563

Stakeholder Comments/Issues : I am writing this to voice my opposition to the expensive high speed rail. Just at looking at the price estimates for the Bay Bridge which went over budget by over 3 billion dollars, I can imagine what the cost overruns on this project will be. And at a time when Calpers is seriously underfunded and with Calstrs needing an additional 5 billion dollars A YEAR, where is this money coming from? Let's not pull a Gray Davis and give in to the parties who would financially benefit from this, but let's think of the entire populace of California (for once). This high speed rail sounds like another SB 400 (it won't cost the taxpayers anything).

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #97 DETAIL**Record Date :** 2/21/2014**Submission Date :** 2/21/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** michel**Last Name :** maddy**Business/Organization :****City :****County :****Zip Code :** 94611

Stakeholder Comments/Issues : The HSR plan needs to be submitted to the voters for their approval. What is currently contemplated to be built is different from what was submitted to the voters, and more is known about the proposed project now than what was at the time it was voted on.

Every measure of the current popularity of the HSR project shows disapproval by the voting public. It is arrogant, foolhardy, and an abuse of power to continue with this project without giving voters a chance to weigh in on this different project.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #98 DETAIL**Record Date :** 2/21/2014**Submission Date :** 2/21/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Tony**Last Name :** Garcia**Business/Organization :****City :** Alhambra**County :** la**Zip Code :** 91801

Stakeholder Comments/Issues : You the Cal. High Speed Rail Authority Board Members are misleading President OBAMA, Governor Brown, Federal, State Officials and hard working California tax payer. Your presentations on ridership, coast, schedules are not facts and not true..Why do I say this on one of your presentation in Alhambra Ca..a question was ask if any people ever die in a high speed rail crash their answer was they did not know and will look in to it. That same night I log in the internet and they were many HSR cashes and many persons have been kill. This prove that HSRA board members are not doing their homework and are not saying all the true facts to federal, state and California tax payers. Their are other survey the HSRA wont consider and should, This project be stop and put on the ballot, for a revote.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #99 DETAIL

Record Date :	2/22/2014
Submission Date :	2/22/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Website
First Name :	Robert
Last Name :	Allen
Business/Organization :	
City :	Livermore
County :	Alameda
Zip Code :	94551

Stakeholder Comments/Issues : California voters in 2008 approved Prop. 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." CHSRA plans "Blended Rail", with HSR on Caltrain tracks between San Jose and San Francisco.

Defer Blended Rail:

Trackside commute station platforms and 43 grade crossings leave added HSR trains on Caltrain tracks between San Jose and San Francisco vulnerable to accident and vandalism. HSR on such "Blended Rail" would be NEITHER SAFE NOR RELIABLE. HSR really needs a secure, fenced and grade-separated right of way.

The CHSRA Business Plan should phase HSR from southern California just to San Jose at first, with cross-platform transfers there to Caltrain and Capitol Corridor. Costs not yet committed to modify and electrify Caltrain should be deferred indefinitely. (This may require legislative action.) References to "One-seat ride" to/from San Francisco appear inappropriate.

HSR trains on Caltrain tracks would be pretty much limited to the running times of express Caltrain runs. Changing trains in San Jose would delay passengers but a few minutes, while ending HSR in San Jose would greatly reduce the cost of construction, operation, and maintenance. It would not depend on Caltrain modifications.

North from San Jose:

Better, safer, more reliable, and probably less costly north of San Jose: Grade separate, fence, and multi-track the UP/Amtrak East Bay route via Mulford from San Jose to the BART overhead in Oakland (I-880/7th Street) and on to Sacramento. This would come later and would probably require legislative approval. This route would not require a Bay crossing. It would be safer and shorter for Capitol Corridor trains also.

An intermodal transfer station at that BART overhead (I'd call it "San Francisco Bay Rail Hub") would be six to ten minutes from all four downtown San Francisco BART stations, with trains about every four minutes. The station could be a rail hub for trains serving the Silicon Valley, over the Altamont, the Central Valley, the North Bay, and Sacramento. It would tie well into all of BART. Regional government and port Rail Hub area offices would be ideal for public and employee transit access from most of the Bay Area and rail to/from Sacramento.

This consolidates my comments at recent CHSRA meetings.

Robert S. Allen 925-449-1387

BART Director, District 5, 1974-1988

Retired, SP (now UP) Western Division, Engineering/Operations

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #100 DETAIL
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Record Date :	2/22/2014
Submission Date :	2/22/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Website
First Name :	Robert
Last Name :	Allen
Business/Organization :	
City :	Livermore
County :	Alameda
Zip Code :	94551

Stakeholder Comments/Issues : California voters in 2008 approved Prop. 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." CHSRA plans "Blended Rail", with HSR on Caltrain tracks between San Jose and San Francisco.

Defer Blended Rail:

Trackside commute station platforms and 43 grade crossings leave added HSR trains on Caltrain tracks between San Jose and San Francisco vulnerable to accident and vandalism. HSR on such "Blended Rail" would be NEITHER SAFE NOR RELIABLE. HSR really needs a secure, fenced and grade-separated right of way.

The CHSRA Business Plan should phase HSR from southern California just to San Jose at first, with cross-platform transfers there to Caltrain and Capitol Corridor. Costs not yet committed to modify and electrify Caltrain should be deferred indefinitely. (This may require legislative action.) References to "One-seat ride" to/from San Francisco appear inappropriate.

HSR trains on Caltrain tracks would be pretty much limited to the running times of express Caltrain runs. Changing trains in San Jose would delay passengers but a few minutes, while ending HSR in San Jose would greatly reduce the cost of construction, operation, and maintenance. It would not depend on Caltrain modifications.

North from San Jose:

Better, safer, more reliable, and probably less costly north of San Jose: Grade separate, fence, and multi-track the UP/Amtrak East Bay route via Mulford from San Jose to the BART overhead in Oakland (I-880/7th Street) and on to Sacramento. This would come later and would probably require legislative approval. This route would not require a Bay crossing. It would be safer and shorter for Capitol Corridor trains also.

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This consolidates my comments at recent CHSRA meetings.

Robert S. Allen 925-449-1387

BART Director, District 5, 1974-1988

Retired, SP (now UP) Western Division, Engineering/Operations

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #101 DETAIL**Record Date :** 2/23/2014**Submission Date :** 2/23/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Mark**Last Name :** Zuercher**Business/Organization :****City :** Orinda**County :** Contra Costa**Zip Code :** 94563

Stakeholder Comments/Issues : I am writing to indicate my continued concern with the viability of the HSR project. This simply is not the same system as promoted to the voters in 2008. A \$32B project at that time ballooned to \$99B and then was trimmed to \$68B along with the elimination of Sacramento and San Diego on the route. The federal government and the private sector are supposed to be a major source of funding. Besides the \$3.3b in federal funds, absolutely nothing has been secured from private sources or local municipalities. The HSR timetable is not even close to what was promised in 2008. The latest ridership projections in the draft business plan are highly questionable and the costs continue to be a huge concern, particularly given our experience with the Bay Bridge fiasco. I for one have lost the confidence that the state government has the capability to do this type of massive project.

California has more pressing problems that require immediate attention one of which may become our defining issue: water. Instead of focusing on HSR, the current draught underscores that the ability to store and transport enough water is a "must-have" whereas HSR is not nearly as important given the cost.

I fully support Judge Kenney's recent ruling and hope that it stands up to scrutiny and Governor Brown's HSR "vanity project" is scrapped once and for all. Thank you.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #102 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

-----Original Message-----

From: Steve Booth [mailto:sboothcal@att.net]
Sent: Sunday, February 16, 2014 11:26 AM
To: HSR info@HSR
Subject: HSR

Add my name to the list of taxpayers who do not want this foolish project to proceed. I, like most folks, would prefer to drive from the Bay Area to LA or any other point along the way. When one adds up the time and hassle of schlepping cargo to a train station, waiting, boarding and finding a way to get from the arrival station to your actual destination, the car trip is much more convenient and probably less costly overall. Stop your foolishness please

Steve Booth
Berkeley

Sent from my iPad

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #103 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: Ruth Olson [mailto: [REDACTED]]
Sent: Sunday, February 16, 2014 6:58 PM
To: HSR info@HSR; HSR boardmembers@HSR; HSR legislation@HSR
Subject: High Speed Rail Boondogle

Dear Members of the above addressed organizations, comittees, or whatever:

I am wirting out of sheer frustration over this planned disaster that we taxpayers will pay for until eternity. I thought California taxpayers voted this project down a few years ago. Just shows you those with big bucks can do as they please. What part of "WE ARE BROKE" do you not understand? We are taxed to death and the actions of all of American government shows such greed and love of "pet projects" that we are not served in our best interests, but only those of the people in office. There are so mant things this state needs, ahead of a fast train that will only serve about 5% of the people, and will end up like BART, costing many more thimes than predicted and will never be a money-maker, except for those few who are pushing it. So many citizens are so disgusted with your actions. PLEASE, put the HSR project on a shelf until the time when California falls into the necessary MONEY PIT needed to take on this project.

I am a California native and will be 70 years old this year. Money is hard to come by and Obama plans to take what we have and give it to people who never earned a dollar, so we have no money to spare. PLEASE stop wasting what little we have!

Sincerely,

Ruth Olson
[REDACTED]

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #104 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: Hal Cody [mailto:]
Sent: Monday, February 17, 2014 2:36 PM
To: HSR boardmembers@HSR
Cc: HSR legislation@HSR; HSR info@HSR; HSR news@HSR;
fhatfield@bayareanewsgroup.com
Subject: HiSpeed Rail

Please stop the HiSpeed Rail in it's tracks! Instead add two more lanes in each direction of I-5 from Sacramento to Los Angeles, limit semi trucks to lanes 3 and 4, autos can use all 4 lanes; plus raise the speed limit for autos. This could solve the problem and, I suspect, do it for much less money - and sooner.

If the State of California has this much money to waste...do something that we desperately need...build more reservoirs in the High Sierra for water storage. These could be tiered, with the higher ones flowing into the lower ones so hydroelectric power can also be produced.

Respectfully,

Hal Cody
San Ramon, CA 94583

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #105 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: Doug Clarke [mailto: [REDACTED]]
Sent: Monday, February 17, 2014 5:45 PM
To: HSR info@HSR
Subject: Objection to Proposed High Speed Rail

Dear Board Members

Once again, after reading todays editorial in the Contra Costa Times, I am writing to convey my opinion regarding the proposed high speed rail project for California. I continue to believe that the ballot measure put forth for California votes was misinforming and inaccurate in enough facets to warrant an entire new estimate as to costs to Californians.

Please add me to the many responsible voters who object to this apparent boondoggle.

Doug Clarke
Danville, CA

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #106 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: [REDACTED] mailto:[REDACTED]
Sent: Tuesday, February 18, 2014 9:30 AM
To: HSR info@HSR
Subject: HSR

Thanks you for the opportunity to comment on California HSR.
I feel that the time for going ahead on this project has long since passed by.
Everday gridlock in the major cities is a much more pressing problem.
California tax money is better spent researching and improving traffic flow,
integrating projects like MTA Clipper Card, putting a concentrated effort into
helping a greater number of taxpayers.
I can't see that the expense in any way justifies an end result that benefits
few.
If it makes sense to improve transportation within SoCal areas or NoCal
areas, then use the monies to do that. A project to link the two doesn't play
out in any kind of cost/benefit scenario.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #107 DETAIL

Record Date :	2/24/2014
Submission Date :	2/24/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Website
First Name :	Robert
Last Name :	Allen
Business/Organization :	
City :	Livermore
County :	Alameda
Zip Code :	94551

Stakeholder Comments/Issues : California voters in 2008 approved Prop. 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." CHSRA plans "Blended Rail", with HSR on Caltrain tracks between San Jose and San Francisco.

Not on Caltrain!

Trackside commute station platforms and 43 grade crossings would leave added HSR trains on Caltrain tracks between San Jose and San Francisco vulnerable to accident and vandalism. Unsafe. Unreliable. HSR needs a secure, fenced and grade-separated right of way.

The CHSRA Business Plan should phase HSR from southern California just to San Jose at first, with cross-platform transfers there to Caltrain and Capitol Corridor. Costs not yet committed to modify and electrify Caltrain should be deferred indefinitely. (This may require legislative action.)

Running times for HSR trains on Caltrain tracks could hardly beat those of express Caltrain runs. Passengers would save little time going "one-seat". Avoiding "Blended Rail" would greatly reduce the cost of construction, operation, and maintenance.

Route north from San Jose:

Better, safer, more reliable, and probably less costly north of San Jose: Grade separate, fence, and multi-track the UP/Amtrak East Bay route via Mulford from San Jose to the BART overhead in Oakland (I-880/7th Street) and on to Sacramento. This would come later and would probably require legislative approval. This route would not require a Bay crossing. It would be safer and shorter for Capitol Corridor trains also.

RAIL Hub transfer station:

From a transfer station at the BART overhead, trains would run about every four minutes to/from the four downtown San Francisco BART stations in six to ten minutes. Rail lines run to the Silicon Valley, the Altamont, the North Bay, and the Central Valley. Make this the central Bay Area hub for HSR, with convenient freeway and transit access throughout the region and on to Sacramento.

5-County BART:

Half a century ago the voters of three counties formed and funded BART. These and two other counties (San Mateo and Santa Clara), with a total population of over six million people, ring San Francisco Bay. The monumental SFBARTC 1957 "Report to the Legislature" depicted unified rapid transit around the Bay, with annexation of Santa Clara County to the BART District. (San Mateo and Marin Counties were already in at that time.)

BART extends to Millbrae in San Mateo County and is funded and under construction to Berryessa in Santa Clara County. I look for CHSRA to encourage planning with other agencies for a unified 5-County rapid transit network around the Bay.

Robert S. Allen 925-449-1387
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #108 DETAIL

Record Date : 2/25/2014
Submission Date : 2/25/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Chuck
Last Name : Roehrig
Business/Organization : Semper Fidelis construction
City : walnut creek
County : coco
Zip Code : 94598

Stakeholder Comments/Issues : Please give up this folly of a high speed rail line that will never get used. The cost of this project will likely double or even triple over the original estimates and the time line will likely extend into the next century. this is admittedly a bit of an exaggeration; but the state does not have a very good track record of large projects being completed successfully on time and within the budget (i.e. Bay Bridge disaster) .

Please try to refrain from the rhetoric that the politicians in charge know better what is good for the people than the people do. If the high speed rail was a good idea, private capital would have jumped at the chance to build it. We already have a great infrastructure in airports that connect the cities of california and some intrastate highways that do a pretty good job as well.

Spend one tenth of the money on improving I5 between the The SF bay area and the Grapevine area and that commute would improve in safety and speed. Presently you can drive between SF and LA in 5 hours door to door. by the time someone could get from their home to a train station and complete their journey to another train station and transfer to the final destination it would be well over this 5 hours. Via airline it is a 3 hour door to door.

The only ridership that i see during the next 10 years is likely comes and sheep from the central valley being transported to their favorite slaughterhouses.

Please stop the folly.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #109 DETAIL

Record Date : 2/25/2014
Submission Date : 2/25/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Telephone
First Name : Tom
Last Name : Savio
Business/Organization :
City : Pasadena
County :
Zip Code : 00000

Stakeholder Comments/Issues : You have received a Voicemail message from 4036931.

You may listen to your message in any of the following ways:

- * If you have a .wav attachment to this email, open the attachment to listen to the voicemail.
- * Dial your voicemail access number, entering your internal phone number and Voicemail PIN.
- * Sign in to your Verizon Voice Over IP account via the Verizon Customer Center at customercenter.verizonbusiness.com, click on the Voicemail button, and listen to your message over your computer.

Tue 25 Feb 2014 02:58 PM PST

You now have 1 New Messages and 1 Saved Messages.

This is a system generated message. Please do not reply.

Draft Business Plan Comment Type :

Attachments : voice_msg_429254648_1391820830.wav (232 kb)
BP2014.Savio.0020714.pdf (46 kb)

Hello. My name is Tom Savio, spelled S-A-V like Victor-I-O. I am pro high-speed rail. I live in Pasadena California. My number is [REDACTED] I'm a registered voter. I wish to say that we need to do whatever you can to get the high-speed rail train rolling, we are choking here in our own smog. And Caltrans wants to put a 4-lane freeway tunnel under our homes in this area. And I think that would be anywhere from 5 to 15 billion, and I think money needs to go to non-polluting rail. Especially since the Transportation Authority made an announcement that Caltrans is behind the national trend and is operated by people at the bottom who don't wish to change their ways and are only looking for their retirement, and what we call down here Blue Heaven, because Idaho. These people are well paid and they are going to have a good retirement but they're going to leave a mess on our hands. No freeways. Only railways now. You may contact me if you wish. Thank you for doing a an unthank----(cuts off)---- Hello?----- (Hangs up)

2014 Business Plan - RECORD #110 DETAIL**Record Date :** 2/26/2014**Submission Date :** 2/26/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Chuck**Last Name :** Roehrig**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :**

Please give up this folly of a high speed rail line that will never get used. The cost of this project will likely double or even triple over the original estimates and the time line will likely extend into the next century.

this is admittedly a bit of an exaggeration; but the state does not have a very good track record of large projects being completed successfully on time and within the budget (i.e. Bay Bridge disaster) .

Please try to refrain from the rhetoric that the politicians in charge know better what is good for the people than the people do. If the high speed rail was a good idea, private capital would have jumped at the chance to build it. We already have a great infrastructure in airports that connect the cities of california and some intrastate highways that do a pretty good job as well.

Spend one tenth of the money on improving I5 between the The SF bay area and the Grapevine area and that commute would improve in safety and speed. Presently you can drive between SF and LA in 5 hours door to door. by the time someone could get from their home to a train station and complete their journey to another train station and transfer to the final destination it would be well over this 5 hours. Via airline it is a 3 hour door to door.

The only ridership that i see during the next 10 years is likely comes and sheep from the central valley being transported to their favorite slaughterhouses.

Please stop the folly.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #112 DETAIL**Record Date :** 2/28/2014**Submission Date :** 2/28/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :****Last Name :****Business/Organization :****City :****County :****Zip Code :**

Stakeholder Comments/Issues : This new business plan is sorely lacking in reality. The cost of the so-called bullet train from San Francisco to Los Angeles has if anything become more unrealistic. Playing around with the numbers will not make this fantasy any more believable. Changing the cost estimate because of lower inflation? Really? Some costs are down while others are up. More riders are expected and fares lower than the 2012 plan. This means more trains will be needed and the operating costs will go up while the system generates less revenue. People are projected to be taking shorter trips than the 200 mph express trips to L.A. from the Bay Area that we were sold. If the train is going to be such an a great financial proposition were are all the private investors that are a such critical operational component? Brown and the rail authority have still not nailed down the financing. Failure to do so will threaten bond money and federal help. No matter what fantasy story we are being read the bottom line is that the public will end up subsidizing this train and it will not be self sustaining. This train is facing so many challenges which it will continue to face. This is not the same thing that the public voted for when they passed Proposition 1A in 2008. I believe most of these people that were fooled into voting for this fantasy would not do so again. This whole thing should go back before the voters. That would be the right thing to do.

Regards,

Dana Rose

**Draft Business Plan Comment
Type :**

Attachments : butterfly_top.gif (12 kb)
butterfly_bottom.gif (20 kb)

2014 Business Plan - RECORD #113 DETAIL

Record Date : 2/28/2014

Submission Date : 2/28/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Eric

Last Name : and Diane

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : The proposed High Speed Rail project is a BIG DREAM and a BIG BAD DREAM!!!
It is based on UNREALISTIC assumptions and if completed, will burden the citizens of California with huge bills for it's construction and it's operation!!
It is not consistent with the legislation which authorized it as shown by recent courts decisions.
It is also a reckless to attempt to do high speed rail in a highly earthquake area. Imagine the death and injury from each train derailment upon a single earthquake! Then imagine the drop in ridership while the rail is being rebuilt and the loss of confidence in any potential riders after any such event!!
Stop this bad dream now!!!
Eric Schott



**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #114 DETAIL

Record Date : 3/4/2014
Submission Date : 3/4/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Telephone
First Name : Jan
Last Name : Bushwa
Business/Organization :
City : San Diego
County :
Zip Code : 00000

Stakeholder Comments/Issues : You have received a Voicemail message from [REDACTED]

You may listen to your message in any of the following ways:

- * If you have a .wav attachment to this email, open the attachment to listen to the voicemail.
- * Dial your voicemail access number, entering your internal phone number and Voicemail PIN.
- * Sign in to your Verizon Voice Over IP account via the Verizon Customer Center at customercenter.verizonbusiness.com, click on the Voicemail button, and listen to your message over your computer.

Tue 04 Mar 2014 09:50 AM PST

You now have 2 New Messages and 0 Saved Messages.

This is a system generated message. Please do not reply.

Draft Business Plan Comment Type :

Attachments : voice_msg_430174323_1393955337.wav (99 kb)
BP.Comment. Jan.Bushwa.030414.pdf (44 kb)

Yes this is Jan Bushwa from the San Diego area and in the series where it talks about the 2029 system will run from San Francisco to the L.A. basin in under three hours. What is considered a basin, because it sounds like the high-speed rail is not going to be high speed when it comes into downtown San Francisco or in downtown L.A., so I'm curious when you talk about the basin. How far is that going? By and large, I oppose the whole high speed rail, but there's so many people working on it that I doubt you'll ever get it up, but it's a waste of money, but too many people are involved and wouldn't want to give up their job so if you ever want to get back to me, my phone number is [REDACTED] Thank you.

2014 Business Plan - RECORD #115 DETAIL
--

Record Date : 3/6/2014

Submission Date : 3/6/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Brian

Last Name : Dykes

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : A hard copy of this letter is being sent by US Mail.
Brian Dykes.

From: Margie Cleland
Sent: Thursday, March 06, 2014 9:23 AM
To: Brian Dykes
Cc: Nila Gonzales
Subject: TJPA Comments on CHSRA Draft 2014 Business Plan

Please see the attached for e-mail distribution.

Margie

Margie Cleland, Executive Assistant
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA 94105
(415) 597-4620 - phone
(415) 597-4615 - fax
mcleland@transbaycenter.org<mailto:mcleland@transbaycenter.org>
www.TransbayCenter.org<http://www.transbaycenter.org/>

[Description: transbayTicon2]<http://transbaycenter.org/> [Description: t_small-b] <http://twitter.com/TransbayCenter> [Description: youtube_logo_offwhite10] <http://www.youtube.com/user/TransbayTransitCntr> [Description: fb_logo_4] <http://www.facebook.com/pages/Transbay-Transit-Center-Project/211301050057> [Description: rssicon4] <http://transbaycenter.org/category/press/feed>
P Please consider the environment before printing this message.

Check out our progress at <http://transbaycenter.org/construction-updates/construction-cameras>

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**Draft Business Plan Comment
Type :**

Attachments :

image001.gif (1 kb)
image006.gif (1 kb)
image007.gif (1 kb)
image008.gif (1 kb)
image009.gif (1 kb)
TJPA comments on CHSRA Draft 2014 Business Plan 3-6-14.pdf (49 kb)



TRANSBAY JOINT POWERS AUTHORITY

Maria Ayerdi-Kaplan • Executive Director

March 6, 2014

Via Mail and Email

Draft 2014 Business Plan

California High Speed Rail Authority

770 L Street, Suite 800

Sacramento, California 95814

Email: 2014businessplancomments@hsr.ca.gov

Subject: CHSRA Draft 2014 Business Plan
TJPA Comments on CHSRA Draft 2014 Business Plan

To Whom It May Concern:

Thank you for the opportunity to review the California High Speed Rail Authority's (CHSRA) Draft 2014 Business Plan (hereafter "Plan"). The Transbay Joint Powers Authority (TJPA) applauds the CHSRA for completing the Plan and continuing to push the project forward.

The TJPA would like to offer the following comments on the draft Plan:

- 1) We note that the Plan reaffirms the Transbay Transit Center (TTC) as the San Francisco terminal for the high-speed rail system (Full Report, page 16, Exhibit 1.1). The main report states a 2026 date for revenue service access to the TTC, which was the TJPA's understanding previously.

However, there are inconsistencies elsewhere in the main report and in the accompanying source reports regarding dates and descriptions of the phased implementation plan. For instance:

- a. Exhibit 1.1 (Full Report, Page 16) names the "endpoint" of 2026 *Bay-to-Basin* phase as San Jose. This contradicts the accompanying service description which names the TTC as the terminus for direct "one-seat-ride" service from the San Fernando Valley.
- b. Inconsistency is further shown in Exhibit 3.1 (Full Report, Page 33) which states 2026 as the operating year for *Bay-to-Basin*, but shows 2027 graphically. In contrast, the Phase 1 graphic shows 2029 as the operating year, which is consistent with the text on the exhibit (although inconsistent with the planning schedule described in Exhibit 1.1, which has a 2028 completion date for Phase 1).

- c. The source reports Section 4 (Ridership and Revenue Technical Memorandum, pages 7-8 & 7-9) and Section 4 & 5 (Service Planning Methodology, page 19, Appendix 1) assume that high-speed rail trains would first access the TTC in 2029 (Phase 1). In addition, these reports assume 2027 instead of 2026 for the opening year of the *Bay-to-Basin* phase, and describe San Jose as an interim terminus in that phase where passengers would transfer to Caltrain, rather than have access to one-seat-ride direct service to TTC from the Central Valley, as described in Exhibit 1.1.
- 2) Section 4 & 5 (Service Planning Methodology, page 19, Appendix 1) contains incorrect zero entries in the “train turn” data row for the Transit Center in the Appendix 1 table titled “Inputs to O&M Cost Model” for years 2042 to 2060.
- 3) We are concerned about the general lack of mention of the status of the TJPA’s TTC or Downtown Rail Extension (DTX) tunnel when compared with the level of information provided on other components of the high-speed rail system. For instance, Caltrain electrification, Caltrain Positive Train Control and “connectivity” projects such as Muni Central Subway and Los Angeles Regional Connector are mentioned, but the DTX is not (Full report, pages 4 and 15). We believe the Plan’s audience, particularly the investment community, would expect more attention given to the TJPA’s program since it is such a vital component of the high speed rail system and is essential for connecting the system to the TTC, the Proposition 1A-designated northern terminus of the system.

Please give these recommendations careful attention. Incorporating these corrections into the Plan will improve the information provided to the public. If you have any questions regarding these comments, please do not hesitate to contact me by phone (415) 597-4617 or email BDykes@transbaycenter.org.

Sincerely,



Brian Dykes, PE
Principal Engineer

cc: Maria Ayerdi-Kaplan, TJPA Executive Director
File

2014 Business Plan - RECORD #116 DETAIL
--

Record Date :	3/11/2014
Submission Date :	2/11/2014
Affiliation Type :	Individual
Interest As :	Businesses And Organizations
Submission Method :	Public Meeting - Oral Comment
First Name :	Kevin
Last Name :	Dayton
Business/Organization :	Labor Issue Solutions
City :	Roseville
County :	
Zip Code :	00000
Stakeholder Comments/Issues :	Submitted public comment during February 11 Board hearing starting on Page 7 of attached transcript.
Draft Business Plan Comment Type :	
Attachments :	Dayton.Transcript.021114.pdf (19 kb)

1 CHAIRMAN RICHARD: Thank you, Supervisor.
2 We appreciate it.

3 Next, we'll have Kevin Dayton, and he'll be
4 followed by Vita Wright.

5 MR. DAYTON: Kevin Dayton, president/CEO
6 Labor Issues Solutions in Roseville. I'm here to talk
7 about the business plan you have put out. My first
8 comment about it is that I think this business plan is
9 pretty much incomprehensible to any ordinary citizen who
10 isn't following this closely. I do understand that you
11 submit this to the legislature and not to the people.
12 However, I'm going to guess that most of the
13 legislature, especially with term limits, isn't going to
14 really be able to understand this in context. I think
15 it's overly wordy. They are deficient in graphs and
16 charts that might allow people to understand what's
17 going on. Things get really fuzzy once you get into the
18 2020s, no surprise, but I think it would be better for
19 the Board to be frank about the uncertainties and
20 challenges you're facing rather than to put this
21 together, which has a very rosy view.

22 Just looking over it, and I think for somebody to
23 look at this completely, you'd have to spend many hours
24 going through it line-by-line to figure out everything
25 that's in there, but I saw, for example, on page 14,

1 your yellow initial operating segment appears to go to
2 Santa Clarita rather than Palmdale. I'm a little
3 confused by that because I thought this was going to be
4 going to Palmdale. Also, I think the people of Santa
5 Clarita are under the impression that you're going to
6 build tunnels, and they're sort of not paying that much
7 attention right now because they think there are other
8 options

9 I looked at -- you say in there on page 72, 97.5
10 staff have been hired. I wondered is that related to
11 two months ago when you said you were looking for 175
12 staff positions and you had 94, which means in only two
13 months you've brought in 3.5 people.

14 I point out on page 23, the Community Benefits
15 Agreement. I mention that it's the State Building
16 Construction Trade Council that's signatory to that and
17 that for that grant through the Fresno County workforce
18 investment board, you have to go through unions to get
19 trainings.

20 These are just a few of the many things, and I'm
21 going to be submitting a pretty lengthy analysis of
22 this, but I think the business plan really needs to be
23 redone so that the ordinary voter can understand what
24 you're talking about. Thank you.

25 CHAIRMAN RICHARD: Thank you, Mr. Dayton.

2014 Business Plan - RECORD #117 DETAIL

Record Date : 3/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Public Meeting - Oral Comment
First Name : Frank
Last Name : Oliveira
Business/Organization : CCHSRA
City :
County : Kings
Zip Code : 00000
Stakeholder Comments/Issues : Submitted public comment during February 11 Board hearing starting on Page 17 of attached transcript.
Draft Business Plan Comment Type :
Attachments : Oliveira.Transcript.021114.pdf (22 kb)

1 other peripheral projects, such as the run through
2 tracks, the script project in Los Angeles, and some
3 other projects for connections to future high-speed rail
4 that could be accelerated and could be delivered. You
5 really need to take up the propaganda war and say that
6 these projects are on the way and these benefits will be
7 delivered, otherwise, you'll just lose the rest of the
8 support that you have. Thanks.

9 CHAIRMAN RICHARD: Thank you, Mr. Dyson.

10 Frank Oliveira followed by Ted Hart followed by
11 David Schoenbrun.

12 MR. OLIVEIRA: Frank Oliveira. I'm with
13 Citizens for California High Speed Rail Accountability.
14 I spoke before you many times. Okay. I'm going to talk
15 about some very specific things pertaining to the
16 business plan, okay, and other documents and meetings
17 that I have been to. One of the things that was
18 referenced in the documents I'm reading is that the
19 public comment pertaining to the business plan is going
20 to be summarized for the Board. Okay. Who's going to
21 do the summarizing, and is that appropriate, if that's
22 in a document. So if I make a comment to the Board, is
23 the Board going to read it, or will it be summarized,
24 kind of categorized, you know, a 'yay' or 'nay' type of
25 thing? That's a little bit confusing.

1 Another question is about the ICS or the FCS or
2 the Initial Construction Section or whatever we want to
3 call it. At one time, that was from Merced to
4 Bakersfield I believe. Then it changed from Madera to
5 Bakersfield. Then it was from Madera to just north of
6 Bakersfield. Now I'm at meetings listening, and it's
7 one mile north of Kern County. So is the ICS or the
8 FCS, is it really from Madera to the middle of nowhere,
9 between Corcoran and Wasco somewhere? Is that a usable
10 segment? Is their independent utility by doing that?
11 Is that the facts, because if that's the fact, it would
12 be good in public outreach if that was communicated that
13 "this is where we're going, and we dropped the
14 Bakersfield conversation."

15 Next issue is the Hanford station or the Kings
16 Tulare regional station. I believe it was station 25
17 out of 24 authorized stations. Is the Hanford station
18 really going to be built? If it's going to be built,
19 who's going to pay for it? Will it be paid for by the
20 City, the County, or the State? Who will do that?
21 That's a confusing matter in the community right now,
22 and I think it's an important matter so people
23 understand what is at stake here.

24 Lastly, I don't see where you have included the
25 cost of running this rail alignment along ten miles of

1 high voltage transmission lines. Based on what I'm
2 looking into, it looks like that's going to add another
3 five to ten years to your project and another half a
4 billion dollars to a billion dollars to your project.
5 There's no reference to that in any of your planning
6 documents, but that's a big thing, and your staff have
7 known about it for three years. So why isn't that being
8 conveyed in your dollars and your cents in your business
9 plan, because that is part of the ICS.

10 Thank for your time.

11 CHAIRMAN RICHARD: Thank you, Mr. Oliveira,
12 and when we have the staff presentation today, I'll ask
13 specifically about the public comment questions and --

14 MR. OLIVEIRA: Thank you.

15 CHAIRMAN RICHARD: -- and make sure these
16 others are addressed.

17 Mr. Hart, good morning.

18 MR. HART: Good morning. I have been in
19 front of the Board a good number of times. I want to
20 address a couple of issues on the new business plan,
21 which, obviously, is going to take us quite a while to
22 go through that and study it in more detail.

23 First off, I have brought to the Board before the
24 voter initiative to the Board, and I know you already
25 have all those on the voter information guide, but I

2014 Business Plan - RECORD #118 DETAIL
--

Record Date : 3/11/2014

Submission Date : 2/11/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Public Meeting - Oral Comment

First Name : Ted

Last Name : Hart

Business/Organization :

City :

County :

Zip Code : 00000

Stakeholder Comments/Issues : Submitted public comment during February 11 Board hearing starting on Page 19 of attached transcript.

Draft Business Plan Comment

Type :

Attachments : Hart.Transcript.021114.pdf (25 kb)

1 high voltage transmission lines. Based on what I'm
2 looking into, it looks like that's going to add another
3 five to ten years to your project and another half a
4 billion dollars to a billion dollars to your project.
5 There's no reference to that in any of your planning
6 documents, but that's a big thing, and your staff have
7 known about it for three years. So why isn't that being
8 conveyed in your dollars and your cents in your business
9 plan, because that is part of the ICS.

10 Thank for your time.

11 CHAIRMAN RICHARD: Thank you, Mr. Oliveira,
12 and when we have the staff presentation today, I'll ask
13 specifically about the public comment questions and --

14 MR. OLIVEIRA: Thank you.

15 CHAIRMAN RICHARD: -- and make sure these
16 others are addressed.

17 Mr. Hart, good morning.

18 MR. HART: Good morning. I have been in
19 front of the Board a good number of times. I want to
20 address a couple of issues on the new business plan,
21 which, obviously, is going to take us quite a while to
22 go through that and study it in more detail.

23 First off, I have brought to the Board before the
24 voter initiative to the Board, and I know you already
25 have all those on the voter information guide, but I

1 would like to reference that. There is a 9.95 billion
2 in bonds to be issued for the clean, efficient
3 high-speed rail service linking southern California,
4 Sacramento, San Joaquin Valley, and the Bay Area. And
5 the analysis -- and this is where it becomes
6 important -- the analysis by the legislative analyst is,
7 quote, "the entire high-speed rail system would be about
8 \$45 billion." Note the word "entire," and this is the
9 point that I have tried to make over and over again,
10 that means the entire state consisting of 800 miles of
11 track. It does not mean just phase one, consisting of
12 520. This takes us to the business plan, and in the
13 2012 business plan, in Exhibit 3-5, the cost to
14 construct phase one blended has two columns. Again, on
15 the 2012, you have a high-cost option and a low-cost
16 option. Your high-cost option is 17 percent higher than
17 the low-cost. In the 2014 business plan, the same
18 exhibit, except there is no high-cost option column.
19 Why is that? Why the change? Is there something that's
20 missing here? It's just like it disappeared.

21 Back to 2012, the low-cost option for phase one
22 was 53.4 billion. The high-cost was 62.3 billion, and
23 the year of expenditure dollars that has been advertised
24 over and over again, total cost for phase one, 68
25 billion. All of these numbers conveniently avoid the

1 cost for the entire statewide system consisting of the
2 800 miles, which is the only thing the taxpayers voters
3 were ever given in the voter guide. There's no
4 description of anything other than 800 miles, and yet,
5 everything has been focused on 520 miles.

6 So since the 2014 business plan does not provide
7 a total cost for the entire system, we're left to our
8 own to establish what these costs might be, which is
9 pretty easy to do. You take 520 miles of track for 67.6
10 billion, and that equates to \$130 dollars per mile, and
11 then you just go ahead and take and multiply that times
12 280 miles, which equates to 36.4. Add that to the
13 other, and you now have a total cost of the entire
14 system of \$104 billion. Now, if you don't want to do
15 that, if you don't want to use those numbers, then I
16 suggest that you put something in the business plan to
17 tell us how much is this project going to cost for the
18 entire system.

19 So why has all of this been left out? Could it
20 be that you had a really good thing going with the media
21 with the 68 billion, which has been the advertised
22 number. And if I were in your position, I would like it
23 also, because the total cost for the entire project just
24 got lost somewhere along the line.

25 So rather than take any more time at this time, I

1 would hope, Mr. Morales, that you would be able to
2 answer these question during your presentation. Thank
3 you very much.

4 CHAIRMAN RICHARD: Thank you, Mr. Hart.
5 David Schoenbrun.

6 MR. Schoenbrun: Good morning, Mr. Chairman.
7 David Schoenbrun, TRANSDEF. My preference would be to
8 offer my comments after the presentation.

9 CHAIRMAN RICHARD: Mr. Schoenbrun, I'm
10 sorry, but we traditionally have all of the public
11 comments prior to items on the agenda.

12 MR. Schoenbrun: That's taking things out of
13 context.

14 I'm here today to announce to the world that the
15 emperor has no clothes. While there's no -- while
16 there's new information in this plan, it's only a
17 distraction, because the plan offers no way to move the
18 project forward. This document can't possibly be
19 considered a business plan since it offers no concrete
20 details on how you will fill a \$21-billion hole. As it
21 currently stands, your so-called business plan is
22 essentially a hole. Be on the lookout for a leprechaun
23 with a pot of gold.

24 Without a dramatic infusion of money, you don't
25 have a project, and you certainly don't have a business.

2014 Business Plan - RECORD #120 DETAIL
--

Record Date :	3/11/2014
Submission Date :	2/11/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Public Meeting - Oral Comment
First Name :	David
Last Name :	Schoenbaum
Business/Organization :	
City :	
County :	
Zip Code :	00000
Stakeholder Comments/Issues :	Submitted public comment during February 11 Board hearing starting on Page 22 of attached transcript.
Draft Business Plan Comment Type :	
Attachments :	Schoenbaum.Transcript.021114.pdf (22 kb)

1 would hope, Mr. Morales, that you would be able to
2 answer these question during your presentation. Thank
3 you very much.

4 CHAIRMAN RICHARD: Thank you, Mr. Hart.
5 David Schoenbrun.

6 MR. Schoenbrun: Good morning, Mr. Chairman.
7 David Schoenbrun, TRANSDEF. My preference would be to
8 offer my comments after the presentation.

9 CHAIRMAN RICHARD: Mr. Schoenbrun, I'm
10 sorry, but we traditionally have all of the public
11 comments prior to items on the agenda.

12 MR. Schoenbrun: That's taking things out of
13 context.

14 I'm here today to announce to the world that the
15 emperor has no clothes. While there's no -- while
16 there's new information in this plan, it's only a
17 distraction, because the plan offers no way to move the
18 project forward. This document can't possibly be
19 considered a business plan since it offers no concrete
20 details on how you will fill a \$21-billion hole. As it
21 currently stands, your so-called business plan is
22 essentially a hole. Be on the lookout for a leprechaun
23 with a pot of gold.

24 Without a dramatic infusion of money, you don't
25 have a project, and you certainly don't have a business.

1 Without that dramatic infusion of money, this is not
2 high-speed rail, it's a downtown Fresno improvement
3 project. The problem here is that you think you're
4 building another BART extension when you're actually
5 building a business. That's something that political
6 institutions, like yours, have no demonstrated
7 temperament or competence to pull off.

8 TRANSDEF has a proposal on its website,
9 transdef.org, for changing the direction of this
10 project. It's based on the state rail plan and on the
11 Senate's Plan B from 2012. If you were to move fast
12 enough to get voter authorization for modifications to
13 the bond pressure, it is conceivable that the Federal
14 grants could be put to use in a way that gives direct
15 benefits to many millions of Californians.

16 The draft plan doesn't contain any alternative to
17 public private development strategies for the
18 implementation of phase one as required by 1029. While
19 the plan does lay out its proposed public private
20 development strategy that doesn't meet any reasonable
21 interpretation of alternatives. You might wonder what I
22 mean by that. The Authority has already received at
23 least one example of an alternative. The French
24 National Railway, SNCF, prosed that the Authority
25 conduct an RFP process leading to a predevelopment

1 agreement where a private sector entity would lead the
2 development of the project. To meet the requirements of
3 1029, TRANSDEF believes you need to discuss the proposal
4 that SNCF made to you.

5 Interestingly, the plan notes on page 54 the cost
6 savings that can come from private sector involvement,
7 yet doesn't mention the possibility of bringing in a
8 private partner before starting construction. As to the
9 consistent claim your agency has made that there's no
10 interest in investing at the beginning of this project,
11 it's important to note the context. Nobody was
12 interested investing in the route this board approved.
13 If you were to allow bidders to select their own routes,
14 I have reason to believe there would be investment
15 interest at the beginning.

16 Thank you for considering these comments.

17 CHAIRMAN RICHARD: Thank you,
18 Mr. Schoenbrun.

19 Next, Ms. Jillian Means of Fresno.

20 MS. EAGER: Good morning. Before I
21 introduce my special guest, I'm going to tell you a
22 quick little story, a small-world story. I was invited
23 by the State of Punjab in India to come talk about the
24 wonders of Fresno County, which, of course, I did. And
25 in one of the speeches, there was about 250

2014 Business Plan - RECORD #121 DETAIL

Record Date : 3/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Public Meeting - Oral Comment
First Name : John
Last Name : Barnum
Business/Organization : AECOM/Californians for High-Speed Trains
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues :
Draft Business Plan Comment Type :
Attachments : Barnum.Transcript.021114.pdf (19 kb)

1 move people from one end of the state to the next,
2 they're going to wish, "why didn't our, our, our, our
3 leaders didn't do a better job when they had a chance
4 to?"

5 So, again, I would just challenge everybody, and
6 I would say to the Board, I know that you guys have got
7 your hands full with some of these things, the challenge
8 you have to pull this together. So I would just
9 encourage you to stay the course, because some of us
10 appreciate what you're doing, and I think you have a
11 good staff in place, a good board in place. I think, we
12 put our heads together, we can bring this project
13 together for the state and benefit all of us. Thank
14 you.

15 CHAIRMAN RICHARD: Thank you, Mr. Dean.

16 Our last speaker is John Barnum.

17 MR. BARNUM: Chairman and members, I'm John
18 Barnum. I'm with ACOM but representing the Association
19 for California High-Speed Trains today. I want to speak
20 to Item Number 5 and commend staff on a well-done
21 business plan. They seem to get better and better, and,
22 in particular, want to point out that the application of
23 risk management is a big plus to this plan, and also the
24 peer review work that's done into the input is a strong
25 positive especially as it goes to the legislature. And

1 ACHST is also pleased that the Governor is, is proposing
2 the possibility of ongoing funding through cap and trade
3 for this effort. That is going to be a game changer for
4 the private sector, and there have been a couple of
5 comments today about bringing in the private sector. We
6 have long said that having a stable, ongoing revenue
7 source was critical. It wasn't just critical because we
8 were looking for those funds to pay for the private
9 sector. What it does is it represents a long-term
10 commitment by a reliable public sector partner, and
11 that's what the private sector needs is a long-term,
12 reliable public sector partner. We think this business
13 plan is a big step forward toward that. And Keith Dunn,
14 our executive director, will clearly be taking this
15 message back to the Capitol as budget subcommittees and
16 policy committees review the business plan and the
17 Governor's proposal.

18 So I just want to congratulate staff for getting
19 to this point, and we look forward to working with you
20 to secure the necessary resources to make that private
21 sector investment a key part of the implementation.
22 Thank you.

23 CHAIRMAN RICHARD: Thank you, Mr. Barnum.

24 Thanks to all our commenters this morning.

25 That concludes the public comment portion of the

2014 Business Plan - RECORD #124 DETAIL
--

Record Date :	3/14/2014
Submission Date :	3/14/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Norm
Last Name :	King
Business/Organization :	
City :	
County :	
Zip Code :	00000

[REDACTED]

>
>
>

Draft Business Plan Comment
Type :

2014 Business Plan - RECORD #125 DETAIL

Record Date : 3/15/2014

Submission Date : 3/15/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Shelley

Last Name : Scott

Business/Organization :

City : Bellflower

County :

Zip Code : 90706

Stakeholder Comments/Issues : The numbers do not add up for the high speed rail to be self sustaining. I would vote against it today, and instead spend the bond money on water infrastructure. California is barely in the black, and can not afford this speculative rail at this time.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #126 DETAIL

Record Date : 3/17/2014
Submission Date : 3/17/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Brian
Last Name : Unknown
Business/Organization :

City :

County :

Zip Code : 00000

Stakeholder Comments/Issues : You have received a Voicemail message from [REDACTED]

You may listen to your message in any of the following ways:

- * If you have a .wav attachment to this email, open the attachment to listen to the voicemail.
- * Dial your voicemail access number, entering your internal phone number and Voicemail PIN.
- * Sign in to your Verizon Voice Over IP account via the Verizon Customer Center at customercenter.verizonbusiness.com, click on the Voicemail button, and listen to your message over your computer.

Mon 17 Mar 2014 11:17 AM PDT

You now have 3 New Messages and 0 Saved Messages.

This is a system generated message. Please do not reply.

Draft Business Plan Comment Type :

Attachments : voice_msg_430675955_1395080187.wav (62 kb)
VM.Brian.031714.pdf (43 kb)

My name is Brian and I am calling from Las Vegas. I sent the email regarding the new speed train technology and I haven't received any feedback. I'd like to get a call back or an email back. My email address is [REDACTED] and my phone number is [REDACTED]

2014 Business Plan - RECORD #127 DETAIL

Record Date : 3/20/2014

Submission Date : 3/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Robert

Last Name : Allen

Business/Organization :

City : Livermore

County : Alameda

Zip Code : 94551

Stakeholder Comments/Issues : I protest using 2008 Prop 1A and other HSR money to electrify Caltrain for "Blended Rail".

Most (about 7/8) of the planned funding would be federal or state and related to High Speed Rail. HSR on Caltrain tracks ("Blended Rail") would be vulnerable to accident or sabotage - far from the "Safe, Reliable High Speed Passenger Train..." for which Californians voted in 2008.

A moment of inattention by passengers on suburban station platforms inches from rushing HSR trains, and pedestrians close to the tracks can bring death, injury, and long service delays. Motor vehicles at Caltrain's 43 grade crossings stand little chance against heavy locomotives, but the result can be different when there is no locomotive in front.

Hit a truck loaded with heavy, flammable, or caustic substances, and the result can be far different. Amtrak found that out 15 years ago at Boubannais, Illinois. on 79 mph track. Two locomotives derailed, 11 of 14 cars scattered like toothpicks, with 11 passengers dead and 228 injured. That was before suicidal terrorists' 9/11/01 attack on New York's World Trade Center.

Grade crossings are a hazard at 79 mph, and on high speed rail they could be far worse. Adding HSR trains on Caltrain track is an invitation to disaster. HSR from the south would better stop at San Jose, with a cross-platform transfer there to Caltrain, Later it could follow an up-graded UP/Amtrak East Bay Mulford route to a new transfer station at the BART overhead in Oakland.

BART about every four minutes from there is just six to ten minutes from four San Francisco downtown stations.

High Speed Rail does not belong on Caltrain tracks until they are grade separated. There should be no joint operation on Caltrain tracks until then, and no reason to spend HSR funds to electrify Caltrain.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #128 DETAIL

Record Date : 3/21/2014
Submission Date : 3/21/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Project Email
First Name : Richard
Last Name : Markuson
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues :
Richard Markuson
richard@pacificadvocacygroup.com

**Draft Business Plan Comment
Type :**

Attachments : HSR BP comments.pdf (193 kb)



Pacific Advocacy Group

March 20, 2014

Via: Email

California High-Speed Rail Authority
Attn: 2014 Business Plan
770 L Street, Suite 800
Sacramento, CA 95814

I offer the following comments on behalf of my clients: Western Electrical Contractors Association (WECA), Plumbing-Heating-Cooling Contractors Association of California (CAPHCC), Air Conditioning Trade Association (ACTA) and Associated Builders and Contractors - San Diego Chapter.

On page 22 of the plan you cite a Community Benefits Policy (CBP) as “ensuring” attainment of certain goals. Following are the comments and observations of my clients.

1. The CBP adopted by the Board of Directors was implemented through a Project Labor Agreement (PLA) subsequently negotiated and executed between the State Building and Construction Trades Council of California and the Authority. The Draft Business Plan fails to acknowledge this or provide details about the PLA.
2. The Authority board has never commented on the PLA, discussed it as a formal agenda item, or voted to adopt it. In a January 16, 2013 email about the PLA to the former chairman of Fresno County Economic Opportunities Commission, the Small Business Advocate of the California High Speed Rail Authority stated, “The Community Benefits Agreement (CBA) is an internal administrative document that was not necessarily intended to be circulated for public comment.”
3. As the implementation document for the CBP the PLA does not and cannot “ensure” that any percentage of hours will be performed by any specific type of worker. It sets goals and requires signatory parties to “exert their best efforts,” have “efforts made,” “make their best effort,” “make every effort,” “recognize a desire,” “acknowledge” goals, and “exercise full support of this policy.” The Draft Business Plan distorts by not recognizing this.
4. As the implementation document for the CBP the PLA does not and cannot “ensure” that Central Valley workers from “Economically Disadvantaged Areas” will perform any percentage of hours. Workers from any

**419 Nasca Way
Sacramento California 95831
916 538 2360**

“Economically Disadvantaged Area” in the country are eligible to fulfill the goals. The Draft Business Plan distorts by not recognizing this.

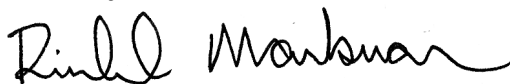
5. As the implementation document for the CBP the PLA does not and cannot “ensure” that truly “disadvantaged” workers will fulfill the goals. First, a specific zip code may include households in dire poverty but also include households that are well off. In addition, the nine categories of “disadvantaged worker” include a category for a military veteran of any background or an entry-level apprentice, who may come from any background. The Draft Business Plan distorts by not recognizing this.
6. The Draft 2014 Business Plan states, “the majority of workers [from the Central Valley] will qualify as disadvantaged workers.” This is conjecture – no one has been hired yet for any trade work. In addition, there is no indication of how many workers will actually be long-term residents of the Central Valley, how residency will be determined, or how unions will dispatch workers through the “registration facilities and referral systems established or authorized by this Agreement and the signatory Unions” as indicated in the PLA. The Draft Business Plan distorts by not recognizing this.
7. The Draft 2014 Business Plan does not mention key provisions of the PLA related to union hiring hall dispatching procedures and mandatory employer and employee payments to union trust funds:
 - a. Contractors must “recognize that the Unions shall be the primary source of all craft labor employed on the Construction Contract for the Project” (Section 7.1) through a system in which “one Core Worker shall be selected and one worker from the hiring hall of the affected trade or craft and this process shall repeat until such C/S/E’s requirements are met or until such C/S/E has hired five (5) such Core Workers for that craft, whichever occurs first. Thereafter, all additional employees in the affected trade or craft shall be hired exclusively from the applicable hiring hall list.” (Section 7.1.2)
 - b. Employees must “comply with the applicable Union’s security provisions for the period during which they are performing on-site Project work to the extent, as permitted by law, of rendering payment of the applicable monthly dues and any working dues” (Section 6.2)
 - c. “All employees covered by this Agreement (including foremen and general foremen if they are covered by the Schedule A Agreement) shall be classified and paid wages, benefits, and other compensation including but not limited to travel, subsistence, and shift premium

pay, and contributions made on their behalf to multi-employer trust funds, all in accordance with the then current multi-employer Schedule A Agreement of the applicable Union.” (Section 8.1)

8. Although the Fresno Regional Workforce Investment Board did receive a \$1.5 million grant to train construction workers, the Draft Business Plan does not indicate that training is being done through construction trade unions with additional requirements related to union representation. It does not indicate how much grant money is being transferred to union-affiliated trust funds or how trainees will pay union dues and initiation fees.
9. There are reports that the Fresno Regional Workforce Investment Board web site was not functional for months because of an alleged “backlog of registrants.” How many people registered, what was the extent of complaints that led to the shutdown and continued during the shutdown, and has this program adequately served the public? The Draft Business Plan neglects this issue.
10. Has the PLA been approved by the Federal Railroad Administration, as required in Section 3 of Executive Order 13502? The Draft Business Plan neglects this issue.

Our organizations are Merit Shop employers. Merit Shop is a way of doing business in which companies reward employees based on performance and encourage them to reach their highest level of achievement, and in which contracts are awarded based on safety, quality, and value, regardless of labor affiliation.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Markuson". The signature is fluid and cursive, with the first name "Richard" and last name "Markuson" clearly distinguishable.

Richard Markuson

cc: WECA
PHCC
ACTA
ABCSD

2014 Business Plan - RECORD #129 DETAIL

Record Date : 3/21/2014

Submission Date : 3/21/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Robert

Last Name : Allen

Business/Organization :

City : Livermore

County : Alameda

Zip Code : 94551

Stakeholder Comments/Issues : Re Business Plan 2014:

HSR on Caltrain tracks ("Blended Rail") would be vulnerable to accident or sabotage - far from the "Safe, Reliable High Speed Passenger Train..." title of 2008 Prop 1A.

A moment of inattention by passengers on suburban station platforms inches from rushing HSR trains, and pedestrians close to the tracks, can bring death, injury, and long service delays. Most motor vehicles at Caltrain's 43 grade crossings stand little chance against heavy locomotives. Hit a truck loaded with heavy cargo or flammable or caustic substances, though, and the result can be far different.

Amtrak found that out 15 years ago at Bourbonnais, Illinois. on 79 mph track like Caltrain's. Two locomotives derailed, 11 of 14 cars scattered like toothpicks, with 11 dead and 228 injured. And that was several years before the suicidal terrorists' 9/11/01 attack on New York's World Trade Center.

Grade crossings are a hazard at 79 mph, and on high speed rail they could be far worse. Adding HSR trains on Caltrain track is an invitation to disaster. HSR from the south would better stop at San Jose, with cross-platform transfers there to Caltrain and Capitol Corridor.

Later it could follow an up-graded UP/Amtrak East Bay Mulford route to a new transfer station at the BART overhead in Oakland. BART about every four minutes from there is just six to ten minutes from four San Francisco downtown stations. Better, safer, more reliable, far less costly, and aimed toward Sacramento without another Bay crossing.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #130 DETAIL
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Record Date :	3/24/2014
Submission Date :	3/11/2014
Affiliation Type :	Individual
Interest As :	Local Elected
Submission Method :	Public Meeting - Oral Comment
First Name :	Kevin
Last Name :	Dayton
Business/Organization :	Labor Issues Solutions
City :	Roseville
County :	
Zip Code :	00000
Stakeholder Comments/Issues :	Submitted comment through March 11 Board Meeting starting on Page 12
Draft Business Plan Comment Type :	
Attachments :	Dayton.Transcript.031114.pdf (14 kb)

1 But the Authority can't do it because it does not have a
2 certification program for the set-asides. You do not --
3 you cannot use the DBE. The small businesses for the
4 state certification DGS, that does not apply either. So
5 you need your own certification process, or borrow one.
6 You know, there are different standards, that's why you
7 can't use the others. Although the DBE does qualify that
8 standard.

9 But what I did want to leave here with you is a
10 copy of BART. BART has its own certification application
11 for the set-asides, for the fostering of small business.
12 And they called it a micro-small business entity. There's
13 nothing really micro about it as far as I'm concerned.
14 It's three years not to exceed 22.41 million for small
15 business. But I think that perhaps your staff can make
16 copies of this because I think it's really not that
17 difficult. It's not that different from DBE. But I think
18 it can be done quickly and in time to really impact both
19 the CEM and the construction packages. Thank you very
20 much.

21 CHAIRPERSON RICHARD: Thank you, Ms. LaCome.
22 We'll ask the staff to look at that.

23 Mr. Dayton, good morning.

24 MR. DAYTON: Good morning. Kevin Dayton,
25 President and CEO Labor Issues Solutions in Roseville. I

1 have over the past month been trying to encourage people
2 to look at the 2014 draft business plan. I've had mixed
3 success doing it. I have to admit I haven't found anybody
4 who's been able to go through the whole thing.

5 As I mentioned last month, it's a difficult read,
6 a tedious read. It's not well organized for the layman.
7 I'm not sure the way it's formatted now the state
8 Legislature is going to find much value in it. I once
9 again ask you to redraft that in a way that has a lot of
10 charts and graphs that makes it easy for somebody to look
11 at it and figure out what's going on, both good and bad.

12 I'll give you a few examples of some of the
13 things -- I said a few things last month. I'll add more
14 this month. For example, on page 20 it mentions nine
15 billion dollars of State bond money to be spent on this
16 project. Well, unless you're real clued in on what's
17 going on, you're going to wonder where the 950 million is
18 on it. And maybe you need a footnote or something in
19 there pointing out the other 950 million is for
20 connectivity type projects.

21 On page 3, the report mentions that it will go
22 from San Francisco to Los Angeles in under three hours.
23 Somebody is going to look at that and going to say I
24 thought it was supposed to go from San Francisco and Union
25 Station in two hours 40 minutes. Once again, that needs

1 to be clarified for the reader who's not clued in on
2 what's going on.

3 Some of the other things, I think the issue of
4 how the bond interest is going to be paid for with the
5 vehicle weight fees.

6 Heavy maintenance facility, this is a big, big
7 issue for Fresno. It needs to be mentioned in there.
8 What's going on with that. Who applied for it. What's
9 the status of the applications and the choosing of where
10 the heavy maintenance facility is going to be.

11 There should be a chart in there talking about
12 the bond sales that have actually occurred so far because
13 most people are pretty stunned to there are bonds being
14 sold for various aspects of the high speed rail plan.
15 These are some of the issues that I see.

16 Once again, I urge to you take a look at that and
17 put together a resource that can be used by the
18 Legislature and allows the public to know what's going on
19 so you can move forward.

20 CHAIRPERSON RICHARD: Thank you, Mr. Dayton. I
21 think those are very constructive suggestions and I
22 appreciate them.

23 So this is the time period in which we are taking
24 public comment on the draft 2014 business plan. And so we
25 appreciate members of the public giving us that kind of

2014 Business Plan - RECORD #131 DETAIL**Record Date :** 3/26/2014**Submission Date :** 3/26/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Ronald**Last Name :** Bick**Business/Organization :** none**City :** Martinez**County :** Contra Costa**Zip Code :** 94553**Stakeholder Comments/Issues :** This project is severely uneconomical and no more public money should be spent on it.

The State Legislative Analyst's Office estimated \$709 million/year for principle and interest for the \$9.95 billion, 130-mile HSR section in the central valley. The P&I cost extrapolates to \$4.9 billion/year for the complete, \$69 billion, SF-LA system. The State Auditor's estimate of \$97 billion for operating & maintenance costs for the 35-year life of the system translates to \$2.8 billion/year.

When the resulting \$7.7 billion barebones annual cost of providing SF-LA HSR service is shared with the estimated 20 million/year paying riders, the resulting cost for a 1-way ticket between those destinations is \$385. A family of four could expect to pay over \$3,000 for an SF-LA round-trip plus parking and ground transportation.

If the HSR project is completed, fares will be lowered to fill seats and taxpayers will be forced make up the difference. The difference between the \$80 promised cost and the \$385 real cost is not small. Try \$6.1 billion/year.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #132 DETAIL

Record Date : 3/31/2014

Submission Date : 3/31/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Tony

Last Name : Nguyen

Business/Organization :

City : Alhambra

County : Los Angeles

Zip Code : 91801

Stakeholder Comments/Issues : I strongly support the construction of a High Speed Rail. California Needs more investment into it's infrastructure. The bottlenecks for many freeways can be avoided if this rail were in place.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #133 DETAIL

Record Date : 4/1/2014
Submission Date : 4/1/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : lia
Last Name : salaverri
Business/Organization :
City :
County :
Zip Code : 00000

Stakeholder Comments/Issues : To whom it may concern,

I am a student at UC Santa Cruz looking for more information about the status of the HSR project. I am wondering how far along the project is in terms of its construction, legality as well as for the current projected cost. Please let me know. thank you!

Best,

Lia Salaverri

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #134 DETAIL

Record Date : 4/1/2014
Submission Date : 4/1/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Project Email
First Name : Paul
Last Name : Dyson
Business/Organization : Rail Passenger Association of California and Nevada
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues : Attached are our comments. Please call or e-mail me with questions.
PD

Paul Dyson
President, Rail Passenger Association of California and Nevada
Chairman, City of Burbank Transportation Commission
818 845 9599

**Draft Business Plan Comment
Type :**

Attachments : RailPAC Comment on 2014 Biz Plan.pdf (204 kb)

**RailPAC**Rail Passenger Association
of California and NevadaP.O. Box 22344
San Francisco CA 94122www.railpac.org31st March, 2014

Comments on California High Speed Rail Authority Draft Business Plan, 2014

RailPAC:

RailPAC is an all-volunteer 501c3 membership organization educating the public in the need for a more balanced transportation infrastructure since 1978. We have always advocated investment in modern passenger railroads, both in a dedicated high speed right of way for passenger trains linking the main centers of population in California, as well as continuous upgrades to regional rail and local transit. Our concept continues to be one of incremental improvements, done smartly, so that each investment acts as a building block laid on the foundation of existing facilities. This policy is equally applicable for new high speed rail segments as well as regional rail. It is clearly not possible for a complete 800 mile system to fall from the sky and be instantly in place, so we have to ensure that each segment constructed fulfills a real need in its own right as well as being a part of the whole.

Comments on the Plan:

This plan calls for initial service between Merced and Palmdale, and, when complete, an as yet undetermined location in the San Fernando Valley north of Los Angeles. We believe that this strategy is exactly wrong for a number of reasons. Passenger rail is all about moving large numbers of people. It is also about providing a transportation product for which people will be prepared to pay their hard earned dollars. The Authority proposes a service, that will be in place for a number of years, whereby passengers will travel by bus or regional train to and from Merced, take a High Speed Train to Palmdale, and a Metrolink train from Palmdale to Los Angeles or beyond. (p12 of Draft Business Plan). We do not really know how long this service will be in place as funds are not identified to build further south into the L.A. Basin.

L.A. County MTA studied the route between Palmdale and Los Angeles a couple of years ago and concluded that even with significant investment there is little that could be done to improve journey times along this line which was originally completed in 1876. The line follows Soledad Canyon and is built cheaply to typical 19th century standards. As far as modern passenger transportation is concerned we regard it as obsolete. It would be faster to continue to take a bus from Bakersfield.



Existing Rail line south of Palmdale through Soledad Canyon. Photo by Clark Bauman

Assuming funds are made available to build a new line south from Palmdale, to this proposed interim terminus, we still do not have service to Los Angeles Union Station (“LAUS”), the hub of transit and regional rail and the second largest city in the USA. We have invested billions of dollars in making LAUS the regional transportation hub, yet this plan does not propose connecting LAUS to High Speed Rail until 2028.

Where will this interim terminus be? We don’t know yet although the Burbank Transportation Commission was told that a decision is imminent. But wherever it is there are no transit connections available to compare to those at Los Angeles Union Station, and clearly the majority of patrons will use either cars or special connecting buses.

Regardless of whatever projections of ridership and revenue might be found in the Business Plan, I ask you to apply the common sense test; would I spend my money on a bus – rail – bus journey say from Orange County to Sacramento, compared to the alternatives that are available? Some might, if they are so enthused about the new technology, but will the patronage be sufficient for the service to make a profit on operations? For that level of inconvenience and that slow a journey the fares will have to be pitched so low to attract passengers such that an operating profit is out of the question.

What Alternatives does RailPAC propose?

We believe that the logical plan, the one most likely to be successful, is to start construction at Los Angeles Union Station, and build north. There are many very good reasons to adopt this strategy.

1. A rebuilt Los Angeles Union Station brings immediate benefits to eight of the most populous counties in the state. Converting the station from a stub end to through tracks has the same regional significance as the Transbay tube has to the BART system. It will bring improvements to the daily lives of thousands of Southern California commuters and intercity passengers.
2. Only Los Angeles in the south can generate sufficient numbers of passengers to allow for any prospect of a successful and profitable operation. Trying to initiate High Speed Rail interim service without one of the end points is like trying to open a shopping mall without an anchor tenant. You need a “big box” retailer to bring in the crowds. The Authority’s decision to delay service to Union Station until 2028 at the earliest is incomprehensible.
3. The section of route between Los Angeles and Bakersfield is the most expensive and technically challenging. We believe it is better to solve these problems first rather than “kick the can down the road” and build the easy parts first. Imagine the British and French building the approaches to the Channel Tunnel first before they knew whether the tunnel was feasible or affordable!
4. Construction at Los Angeles, under the High Speed Rail aegis, will provide a demonstration to the majority of Californians that the project is truly under way.
5. A grade separated right of way from Los Angeles to Saugus will eliminate dangerous grade crossings in the San Fernando Valley.
6. There is a gap in the existing state intercity service between the San Joaquin corridor at Bakersfield and the LOSSAN corridor in Los Angeles. Building this segment of new line first will allow through journeys, one seat rides, all the way from San Diego to Sacramento and the Bay Area. This will not be high speed rail but will reduce travel time, eliminate the bus connection, and enhance the travel experience.
7. Bridging the gap between Los Angeles and Bakersfield is truly a project which on its own represents independent utility, regardless of whether there is additional investment in High Speed Rail.

After the link is made to Bakersfield each additional segment of new line will

incrementally reduce journey times by allowing higher speed operation over a greater distance. Convenience and speed sell tickets. A single seat ride plus gradually improving journey times will add to the commercial success of the service until end to end high speed operation is achieved.

Building a new railroad to connect Los Angeles with Bakersfield is of itself a “mega project” and one which will consume all the resources currently identified and probably more. Consideration should be given to all alternatives, including a base tunnel in a direct line from Castaic to Grapevine, as well as the current extended route via Palmdale. Indeed, there needs to be a thorough cost-benefit analysis of the best way to link the state intercity routes as well as to provide modern passenger rail service to the Antelope Valley. These two objectives may, or may not, be part of the same route.

RailPAC firmly believes in the ability of modern passenger railroads to provide economic and environmental benefits. We also believe that taxpayers deserve value for their investments in infrastructure. The investment needed in California is enormous, and we cannot afford to make mistakes. Each stage of new construction must help meet a real transportation need as well as contributing to the whole system. The 2014 Draft Business Plan fails to do that, but instead wastes scarce resources on an interim route that will not be commercially successful. The Authority needs to rethink its strategy.

Paul Dyson
President
pdyson@railpac.org

2014 Business Plan - RECORD #135 DETAIL

Record Date :	4/1/2014
Submission Date :	4/1/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Website
First Name :	Erik
Last Name :	Kaeding
Business/Organization :	
City :	Hanford
County :	Kings
Zip Code :	93230

Stakeholder Comments/Issues : My primary concern with the 2014 Business Plan (BP) is that, as I understand Sts. & Hy. Code, sec. 2704.08, subd. (c)(2)(D), the BP must identify all of the sources of funding for any given corridor or usable segment before the segment is built. However, I don't see that here. Exhib. 6.5 on p. 53 of the BP states that over \$20 billion in funds needed to construct the IOS will come from "uncommitted funds." What does that mean? I see on p. 54 that cap & trade may provide some of those funds, but this is not yet a guarantee, and so far the governor's 2014-2015 budget proposes only \$300 mil. from cap & trade to pay for the IOS. P. 55 discusses the potential for private investment in reliance on anticipated farebox revenues, but so far no particular amount or source of private funds appears to have been nailed down with any degree of certainty.

I am also concerned about this idea of a "blended" system with upgrades to CalTrain and MetroLink instead of actually constructing a new HSR line that runs all the way from SF down to LA. Prop 1A does not call for a "blended" system. It calls for an HSR line.

Finally, I don't understand why HSR is running through Central Valley farmland instead of following existing right-of-ways. BNSF, the 99, and the 5 all would be excellent routes to follow, particularly the 5. Meanwhile, a spur to Fresno could be created to pick up ridership without slowing the rest of the system or increasing the cost of construction due to eminent domain proceedings and the need to create a new right-of-way cutting through prime farmland. As currently planned, HSR will needlessly destroy valuable agricultural improvements.

Additional questions:

- 1.) P. 18 discusses job creation. What will be the net impact on the economy when construction jobs created to build HSR go away?
- 2.) With respect to GHG reduction, will the entire line be electrified, or will it run at least in part on fossil fuels? If the latter, has this impact been analyzed?
- 3.) Will the price from SF to LA be affordable relative to plane or automobile travel? If not, what impact will that fact have on ridership?
- 4.) The projections of farebox revenues seem to assume a predetermined fare scheme, but I don't see such a scheme spelled out in the plan. What is the anticipated fare scheme?
- 5.) On p. 21, the BP states that Prop 1A funds "are funding construction" of the IOS. Didn't the authority argue in court in the Tos lawsuit that no Prop 1A funds have been relied upon yet to build HSR?
- 6.) It states on p. 22 of the BP that the Authority is working with stakeholders. Why isn't the Authority working with the people of Kings County?
- 7.) Are environmental analyses for the IOS completed? I don't see the IOS mentioned on the timeline for environmental review listed on p. 25 of the BP, but the preferred alignment was only recently selected.
- 8.) On p. 26, the BP states that the construction of CP 2-3 will increase the number of jobs available in the Central Valley. What impact will construction have specifically on agricultural jobs?
- 9.) On pp. 43-44, I'm not quite clear on what the plan is for using farebox revenues. How will they be (re)invested? Will they be used to pay down debt, or will they be used only to provide profit to the private management company that will operate HSR?

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #136 DETAIL

Record Date : 4/1/2014
Submission Date : 4/1/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Kevin
Last Name : Reidy
Business/Organization :
City :
County :
Zip Code : 00000

Stakeholder Comments/Issues : Dear Sir/Madam:

It is noted in the public arena that your revised plan does not agree with what we the California voting public voted on in 2008. The costs are greater, the route is shorter, the high speed service is reduced, the ridership is lower and the ticket prices are higher.

It is unconscionable that you would subject the taxpayers of California to huge financial risk and proceed with this project.

As a taxpayer and as a California voter, I call on you to submit your current high speed rail plans to the voters as soon as possible.

Sincerely,

Kevin Reidy
Danville, CA

**Draft Business Plan Comment
Type :**